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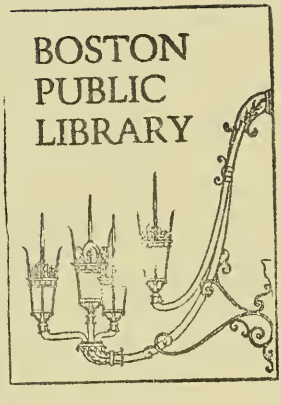
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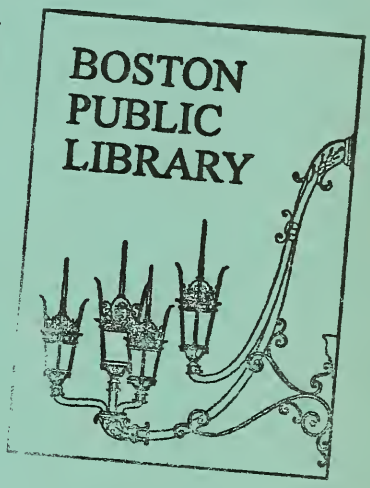
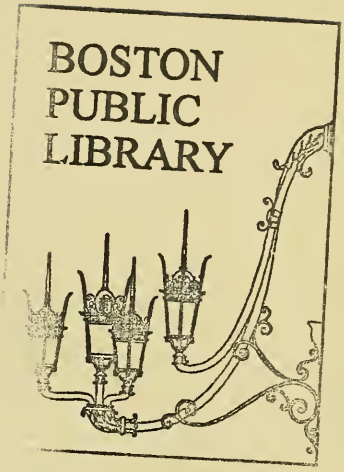
MATTAPAN PROJECT REPORT



PREPARED BY THE
URBAN REDEVELOPMENT DIVISION
OF THE
BOSTON HOUSING AUTHORITY

BOSTON, MASSACHUSETTS

MARCH, 1952



MATTAPAN PROJECT

REPORT

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Prepared by the

Urban Redevelopment Division

of the

Boston Housing Authority

Boston, Massachusetts

March - 1952

- -

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ACKNOWLEDGEMENT

It is desired that acknowledgement be made of the fine assistance given to the Urban Redevelopment Division in its work of developing this report on the Mattapan Project. Many of the City departments have been helpful in providing data and in interpreting maps and other records.

Special mention should be made of the City Planning Board's extensive cooperation and technical assistance, especially in the development of the map series. Through the courtesy of Mr. Thomas E. McCormick, Executive Director of the Planning Board, considerable time was saved in the preparation of the report because of the access to various records and reports and also because of the fact that the Planning Boards's staff was readily available for conference.

Other City offices which were most helpful include the Real Estate Commission, the Assessing Department, the Collecting Department, the Public Works Department, the School Buildings Department, the Street Laying-Out Department, and the Building Department. It is significant to the hopes of achieving a successful redevelopment program that so much cooperation has been willingly extended in the beginning stages of the work.

FOREWORD

Since the Urban Redevelopment Division of the Boston Housing Authority submitted the Mattapan Project Report to the Division of Slum Clearance and Urban Redevelopment of the Housing and Home Finance Agency in July, 1952, there have been three important developments in respect to the project. First, the federal government advanced funds to carry out engineering surveys in the project site. Secondly, the Housing and Home Finance Agency authorized a comprehensive study of the legal status of the "predominantly open land" projects in respect to certain facets of federal and state laws. Thirdly, the Legislature passed the Relocation Housing bill referred to on Page 41.

Although the distribution of the Mattapan Project Report was severely limited, there has been sufficient necessity for additional copies on the part of local officials and others seriously concerned with the project proposals to warrant this second limited printing. Except for the omission of the local agency's organization chart, and some minor corrections, there has been no change in the original report material. In studies subsequent to the report, a different definition of street classifications was developed.

It should be noted that there has been some additional home-building near the project site since the issuance of the original report, but none within the boundaries of the site itself, which further strengthens the validity of the conclusions of the Report.

MATTAPAN PROJECT REPORT

PROJECT SELECTION AND JUSTIFICATION

The Mattapan Project

In the review of areas that qualify for aid in redevelopment with federal funds on a participating basis, it was found that an 81-acre tract of predominantly open land in Mattapan is in need of assistance if it is ever to become an area of reasonable economic usefulness. Careful study has indicated that its highest economic use is for housing purposes, principally. By assembling the land with public funds, processing it, then selling it to private developers according to the principles of long-range planning, it appears that the tract under study can provide new homes for over 400 families. For good reasons, the Mattapan Project should receive high priority.

It is estimated that the Gross Project Cost would be between $1,508,000. to $1,768,000. to acquire, assemble, and prepare the land and that the resale would bring in about $450,000. to $600,000. The net cost to the City of Boston is estimated at between $300,000. and $430,000. through the formula for participation between City and Federal Governments. As a result of these operations, 400 families would be well

housed in the City, and the new development would produce an estimated net additional revenue of $120,000. to $146,000. in annual taxes for the City.

This report describes the steps in reaching these conclusions, and represents a part of the documentary submission and request to the Division of Slum Clearance and Urban Redevelopment of the Federal Home and Finance Agency for project approval and for funds with which to continue certain necessary surveys requisite to the progress of this extensive undertaking.

Consideration of Areas for Study

As soon as the program of Urban Redevelopment was established as an operation of the Boston Housing Authority acting under its official designation as the Local Public Agency to receive and administer funds for Federal - City participation under the terms of Title I of the National Housing Act of 1949, a series of conferences was held to consider those sections of the city which might be appropriate for redevelopment studies. Approval of the Preliminary Advance Contract was given on September 26, 1950.

Particular attention was focused on those areas cited as "Redevelopment Areas" on the map entitled Areas for Development, which was a part of the Preliminary General Plan for Boston as promulgated by the City Planning Board in its 1950 Report. Among those sections slated for study by

reason of being in need of redevelopment were the "West End", an area situated close to the Massachusetts General Hospital and the "South End", an area lying generally between Massachusetts Avenue and the main line railroad tracks leading to the South Station Terminal and of sufficient size to be broken down of necessity into sub-areas for discussion, and lastly, a section of the Mattapan neighborhood near the southern City Line. These areas may be more specifically noted on one of the accompanying maps.

All of the above mentioned areas considered are congested and builtup, except for the Mattapan section. They are classified in the General Plan as "most in need of redevelopment" or "in need of redevelopment". The Mattapan area bears the classification "now partly developed, but in a state of arrested development". As the discussions advanced, this Mattapan area became subject to increasing attention.

Selection of Mattapan as a High Priority Project

It was recognized from the outset that the redevelopment of predominantly open land would not and should not constitute the most significant part of the City's program of urban redevelopment. It was felt, however, that the development of an area like that in Mattapan to residential use in keeping with the General Plan's recommendation would offer some advantages that would render it attractive from several points of view, especially at this particular time.

In the first place, there is still a shortage of new housing in Boston, and the residential reuse proposal for Mattapan would add significantly to the overall housing supply. In respect to the housing supply, the General Plan has this to say in its findings: " ..... the fact must be faced that Boston cannot meet the rising demand for additional new housing, owing to its lack of attractive vacant sites for development". The Mattapan project would help to remedy that deficiency. Secondly, the relocation of people through home ownership in the Mattapan development would serve to reduce to some degree the undesirably high densities which exist elsewhere in the City. As a practical matter, the Mattapan proposal offers other ancillary benefits. Since few families presently occupy the site, there is but a comparatively minor relocation problem to consider. Then, too, by reason of the present residential occupancy, there would be no delay in effecting the vacation of the premises. As most of the lots are vacant, acquisition costs would be small.

Also, it would not be necessary to start from some distant point to carry utility lines to the periphery of the project site, because the lines already lie in the beds of the adjacent streets. The basic problem of the Mattapan site, therefore, appears to be a land problem rather than a problem of dealing with people.

For the minimum investment in time and expense, the Mattapan project should bring into maximum usefulness a large

tract of previously neglected land which can henceforth produce many thousands of dollars in annual taxes for the benefit of the city. It should provide ready sites for homes principally for City of Boston residents who would like to live in a modern subdivision convenient to the downtown facilities of the Metropolis, and yet at the edge of the urban congestion from which there is fairly easy release to the countryside and the shore routes. It can create an improvement of such significance in Mattapan that it will have a stimulating effect upon neighborhood growth in the immediate future and a stabilizing effect upon real estate values in the long run. The General Plan's conclusion that this particular tract should be reused for residential purposes has been corroborated through intensive study.

Whether the Mattapan Project Area as defined is an "adjunct" to a built-up, blighted section in terms of the Manual or not, is a matter of slight importance, because the City of Boston has no intention of having its urban redevelopment program stand only upon the development of one or more predominantly open-land type of projects. As was pointed out above, the Mattapan Project offers peculiar advantages in terms of quick accomplishment, but the major part of the urban redevelopment program will consist logically and necessarily of blighted, overcrowded, and obsolescent areas.

Failure to Act Affects Community

From the air photograph and from the map of current land use, Map 2, it is strikingly evident that Mattapan as a whole is an urban area extensively built up except for public and semi-public reservations. Time has shown that the Project Area has not kept pace with the remainder of the community. The paucity of development and the situation illustrated by the status of tax delinquency in the Project Area show that, despite the shortage of predominantly open land within the city limits and despite the cycle of housing shortages which put pressure on the builders to seek less desirable building sites, despite depression which forced people to cheap land, and despite lush times that encouraged people to invest expensively in housing sites, the Project Area has weathered these changing conditions with little alteration over the span of many years.

New building cannot take place in groups elsewhere in Mattapan because large tracts of vacant or mostly vacant land do not exist. The Project Area, the only large open tract in Mattapan is, in its present state, impairing the necessary and proper growth of the community. It is a byword among the local people that most of those who would prefer to live in Mattapan and who could well afford to do so are, for lack of new housing units, establishing homes beyond the City borders, especially in places like Milton. They have taken with them their tax potential and their local purchasing power. The foregoing illustrates one way in which blighted land affects a community.

Location of Study Area and Establishment of Project Area

The general Mattapan Study Area, which includes the present Project Area, lies close to the City Line in the southern part of Boston, close to the Neponset River and Mattapan Square which is the neighborhood center, as may be seen by referring to Map 1. It includes the section represented on the accompanying map series where existing conditions are portrayed. Southwest of the map sheet the influence of Hyde Park increases; to the west of the map sheet, growth is influenced by the ribbon development of Hyde Park Avenue. North of the map sheet the open land is governed by cemetery and State Hospital uses, while the congested built-up area to the north centers around the junction of Blue Hill Avenue and Morton Street. The east margin of the map represents the approximate eastern extension of the ribbon-development influence of Blue Hill Avenue. Across the City Line to the south of the map frame, the land, which is in the Town of Milton, is less intensively developed than north of Mattapan Square. In addition to some pleasant residential neighborhoods in Milton, there are two important major highways, (Routes 138 and 28) bringing traffic to the City from the south.

Out of the general study area a more closely-knit study area was established in terms of the tract holding the principal interest for redevelopment. This study area is bounded by Cummins Highway, Woodhaven Street, Blue Hill Avenue, Almont Street, Walk Hill Street and Harvard Street. The project

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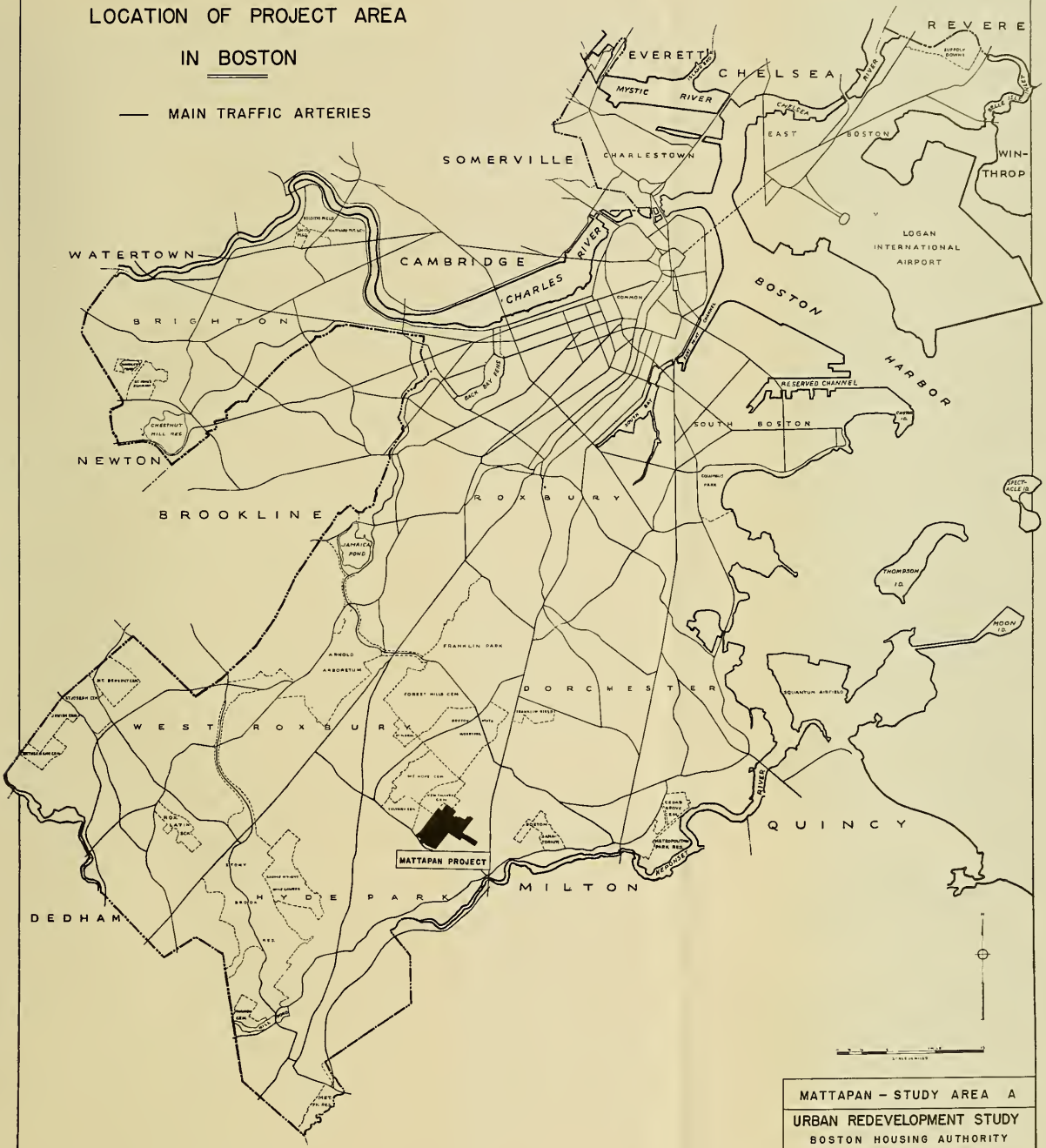
LOCATION OF PROJECT AREA IN BOSTON

—— MAIN TRAFFIC ARTERIES



MATTAPAN – STUDY AREA A

URBAN REDEVELOPMENT STUDY

BOSTON HOUSING AUTHORITY

URBAN REDEVELOPMENT DIVISION

in cooperation with the

BOSTON CITY PLANNING BOARD

area, as it now stands, is a refinement of the study area and is best understood by reference to the accompanying Map 4. The project area includes the large tract of undeveloped land which lies, generally, between the New Calvary Cemetery and Woodhaven Street, and between Cummins Highway and Almont Street. The tract has an irregular boundary because, although it includes the large contiguous expanse of mostly undeveloped land, it deliberately excludes by variations in its margin a number of developed properties the inclusion of which might not be fully justified. At this point a description of the project boundary may be in order. (A legal description of the bounds may be found in the Appendix.)

Boundaries of the Project Area

The boundaries of the Project Area may readily be observed by reference to Map 4. It will be noted that half the width of all streets is included in the project where streets serve as a boundary.

The western boundary follows the margin of the New Calvary Cemetery. The northern boundary follows Currier Street but makes an irregular indentation down Colorado Street in order to exclude a group of small homes built by private enterprise, and none of which are over one year old. The border line is drawn also to exclude an expensive ranch-style home presently under construction at the corner of Monterey Avenue and Savannah Avenue. The boundary includes only the vacant

land in the same block as the ranch house, then reaches out to take in the small triangle at the junction of Monterey Avenue and Almont Street, then turns to follow the edge of the Almont Street Playground on two sides going almost to Woodhaven Street. It then doubles back to sweep in the open tract of flat land next to the Playground and the hillside land, until it gets to the high point at Itasca Street. The boundary follows Itasca Street nearly to Cummins Highway, except for three indentations. The three houses thus omitted from the Project Area are by no means new, but are in sufficiently good condition so that it does not seem wise to have them included, at least at this time, and then only if their existence is felt to be harmful to the redevelopment plan. The project boundary from Itasca to Livermore Streets follows the rear lot lines of properties fronting on Cummins Highway, except for a careful delineation to include the Lowell Mason School site. The Cummins Highway properties, fronting on a main crosstown artery, as they do, already carry commercial and residential developments, and need no aid applied to the land to ensure further growth. In some of the map exhibits accompanying the text there may be a few slight differences in the delineation of the boundary. These variations are obviously made to facilitate the recording of data. A legal description of the boundary of the Project Area may be found in the Appendix.

It is possible that further studies may dictate some

revision of the boundaries as now represented.

"Predominantly Open Land" Character of Project

The Project Area consists of 81.11 acres of sparsely settled land characterized by extensive wetness and by frequent slopes with shallow underlying rock, with ledges being occasionally in evidence. There is little level land free of both conditions. It will be noted that the development of this tract has been arrested by these conditions, and the statement is substantiated by the fact that there are only 39 improved parcels out of a total of 555 lots. The scattered location of the existing structures is brought out clearly in Map 23.

The total Project Area is 81.11 acres, or 3,628,325 square feet. The net land area, which means subtracting street area from gross project area, is 2,748,721 square feet.

Thus, the percentage of improved land is 10.01%, which is enough to qualify the area as "predominantly open land" according to the Manual definition. It is noteworthy that the Project boundaries have been drawn with special care so as to include no space whatsoever that does not appear to constitute an actual part of the land that would be acquired, reworked, and resold finally as redeveloped land.

Reference to the air photograph reveals that the terrain, where not rocky, is grown up with bushes and small trees, like alders, which thrive on dampness to the extent that the paper streets which are a matter of official record can hardly be identified as a matter of fact.

Neighborhood Relationships

It is amazing to find such a tract of undeveloped land lying in close proximity to one of the busiest neighborhood centers and traffic arteries in the City of Boston.

2

NEW CALVARY CEMETERY
PRENDERGAST PREVENTORIUM
ALMONT STREET PLAYGROUND
NORFOLK ST PLAYGROUND
NEPONSET RIVER
BLUE HILL
HYDE
CUMMINS
MONTEREY
EXISTING LAND USE
RESIDENCES - ONE FAMILY
RESIDENCES - TWO FAMILIES
RESIDENCES - THREE FAMILIES OR MORE
VACANT LAND
COMMERCIAL
LIGHT INDUSTRY
HEAVY INDUSTRY
SEMI-PUBLIC
PUBLIC
PROJECT AREA BOUNDARY
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MATTAPAN - STUDY AREA A
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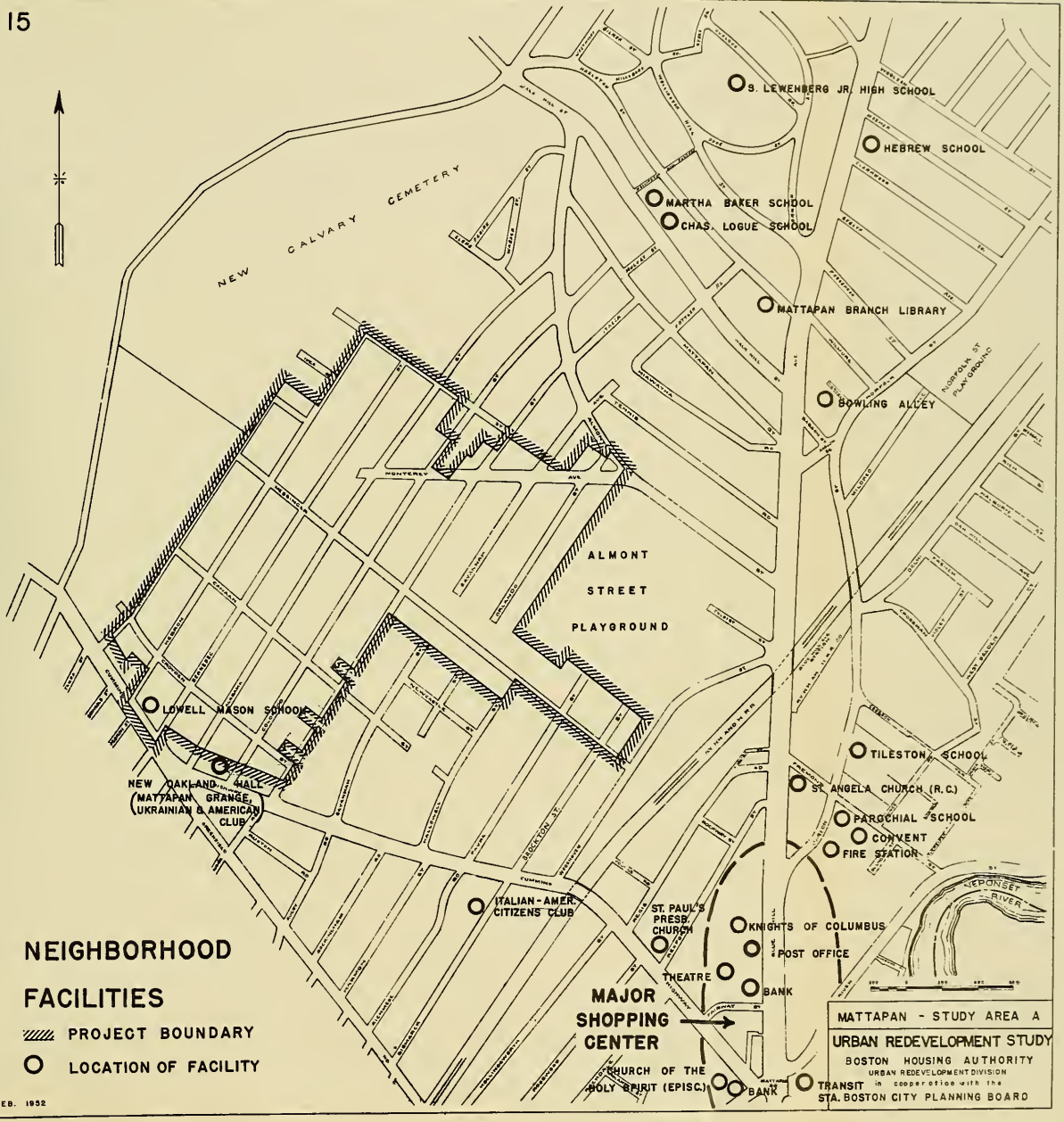

NEIGHBORHOOD FACILITIES

- PROJECT BOUNDARY
- LOCATION OF FACILITY

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MATTAPAN - STUDY AREA A

URBAN REDEVELOPMENT STUDY

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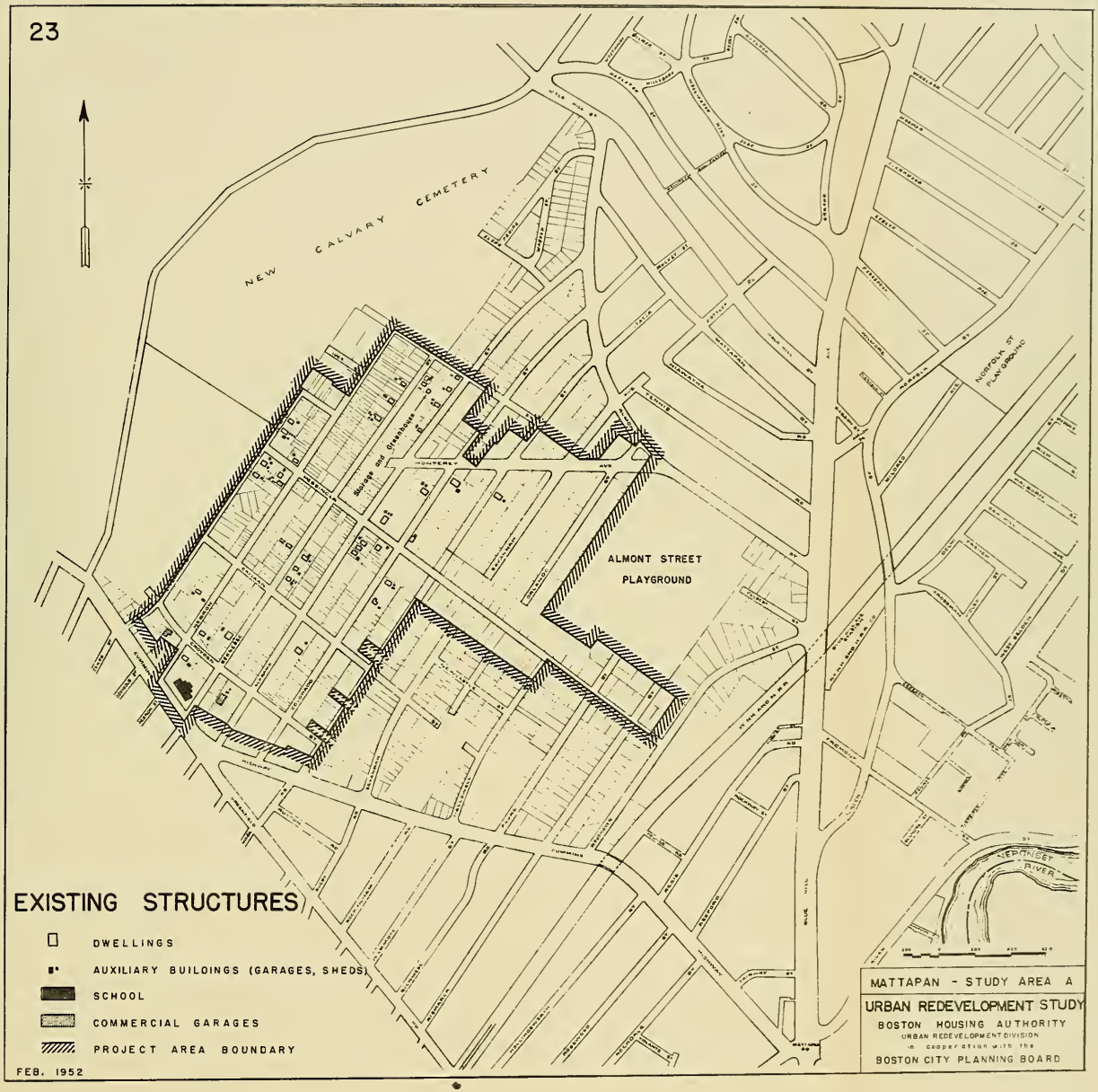
NEW CALVARY CEMETERY
ALMONT STREET
PLAYGROUND
NORFOLK ST
PLAYGROUND
NEPONSET
RIVER
EXISTING STRUCTURES
DWELLINGS
AUXILIARY BUILDINGS (GARAGES, SHEDS)
SCHOOL
COMMERCIAL GARAGES
PROJECT AREA BOUNDARY
FEB. 1952
MATTAPAN - STUDY AREA A
URBAN REDEVELOPMENT STUDY
BOSTON HOUSING AUTHORITY
URBAN REDEVELOPMENT DIVISION
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Blue Hill Avenue carries traffic to and from the inlying business areas of central Boston and passes through Mattapan Square. From Mattapan Square, the city traffic disperses to Hyde Park and Milton or follows Route 138 and Route 28 to cities situated south of Boston and to Cape Cod. Mattapan Square itself is a compact, congested urban neighborhood center containing a movie theatre, small shops, professional offices, super markets, etc. It offers considerable local employment. There are two or three fair sized commercial enterprises which augment the local employment situation. There are churches, schools, and other facilities that contribute to complete neighborhood living and which may be noted on Map 15. By no means the least important of the neighborhood's advantages is its ready access in terms of transportation to other parts of the City of Boston. A reference to the map of existing land uses, Map 2, illustrates the built-up character of the whole neighborhood around Mattapan Square.

Although this is an old portion of the city, it nevertheless is a section of established homes and its residential character is not giving way to encroachments. This not only indicates the probability of maintaining stable real estate values for the homes that will be built in the area in the future, but also is a reminder that the area is free from certain adverse influences such as factory smoke, vibration, industrial odors, and the excessive traffic of heavy trucks except on through streets.

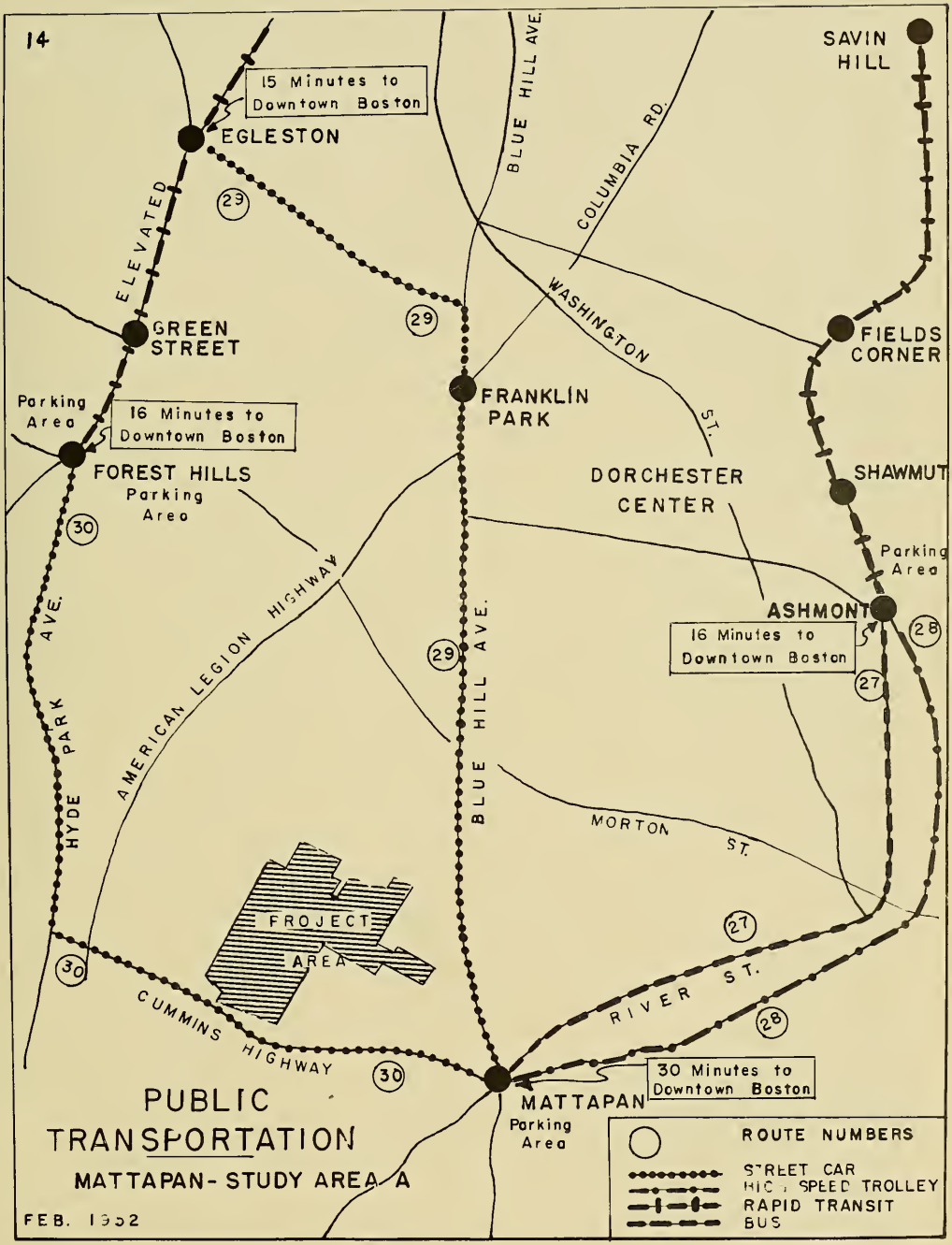
Transportation

The neighborhood in which the Project Area is situated is served by four lines of the Metropolitan Transit Authority. Commuting time to downtown Boston varies from a half hour to an hour, depending on the route selected and the time of day when the trip is made. Rush hour service is reasonably adequate. Free public parking as well as private parking facilities at a fee are provided at Mattapan station, and also at the Ashmont and Arborway stations for those insistent on using their cars to reach public transportation.

Reference to Map 14 illustrates the transportation routes in relation to the Project Area. It will be seen that Cummins Highway and Blue Hill Avenue provide street car service connecting with the rapid transit lines. From Cummins Highway one can go either to Mattapan Square or to Forest Hills. From Mattapan Square, highspeed trolley or bus makes a connection with the subway line extension at Ashmont Station; in the other direction, the Cummins Highway streetcars go to the Forest Hills elevated station. About twenty minutes is required to reach the connecting point in either case.

Relationship to Adjacent Properties

In addition to the commentary upon neighborhood relationships, some observations should be made regarding the properties which in general lie next to the Project Area. The streets which reach in toward the Project Area from Almont



PUBLIC TRANSPORTATION

MATTAPAN - STUDY AREA A

FEB. 1952

Street are only partially developed. Few of the homes on them are new. Along Woodhaven Street there has been, in recent years, considerable building activity, and the typical house on this street is a brick veneer structure for two families in a price range of $15,000. to $20,000. Between Woodhaven and Itasca Streets there are older houses, frame in type, and for the most part decently kept. This section is of high enough caliber so that the Boston Housing Authority developed a cluster of veterans' houses on Favre Street under Chapter 372 of the Laws of the Commonwealth of Massachusetts. These are two-family frame houses built at an average cost of $20,000. each. These may be noted on Map 8.

There is every reason to believe that the prospective development of the project area will meet with whole hearted approval on the part of those tenants and owners who live anywhere near the unkempt acres of neglected land defined as the Project Area. In addition to the intangible new assets in civic pride, neighboring owners will recognize the convenience of new streets, parks, and play areas, and the social amenities of a new group of neighbors. They will also realize the increase of value and the stability of value in their individual home real estate development that the new proposal will bring about. Needless to say, the development of the land to 400 or more families will add to the economic well-being of the major shopping center around Mattapan Square and also to the stability of the cluster of stores on Cummins Highway

at the junction of Greenfield Road.

EVIDENCES OF BLIGHT

Inadequacy of Existing School

One of the factors of blight to be noted is the inadequacy of the school service in the Project neighborhood. The public elementary school serving the immediate area is poorly located in relation to the distribution of dwelling units and to the traffic barriers which exist. The size of the elementary school building is inadequate in view of any substantial neighborhood growth, and the quality of the structure is substandard.

The Project Area lies in two School Districts, namely, the Edmund Tileston District, which includes the Baker, Logue, Tileston, and Lewenberg Schools; and the James Chittick District, which includes the Mason and the Chittick Schools as indicated on Map 16.

Only one of these schools is located in the Mattapan Project Area, which is the Lowell Mason School. The Strayer Report indicates that this school is "not an especially adequate" one-story frame building. It was erected in 1922 as a pioneer of its type and not intended as a permanent structure. Although heavily used, it is poorly located owing to the hazard of the heavy traffic on Cummins Highway, a cross-town artery. According to the General Plan for Boston, the Lowell Mason School will be abolished.

The Tileston School although not filled to capacity,

SCHOOL DATA

	Grades Served	Number of Rooms	Existing Number of Students (1952 Enrollment)	School Capacity *	Year Built	Remarks
Chittick	K,1-6	13	539	455	1931	Badly overcrowded
Mason	K,1-2	4	113	140	1922	Classes filled; slated for abandonment
Baker	1 and 2	4	147	140	1913	Classes filled
Logue	K,2-6	12	386	420	1924	Classes filled
Tileston	K,1-6	18	523	595	1911	One "special class" One sewing room Two rooms vacant
Lewenberg	7,8,9	40	615	1,400	1930	19 vacant rooms in this Junior High School
Proposed Almont School	K,1-6	13	-	470	-	12 rooms: 420 students 1 double kindergarten: 50 students One "all-purpose" room

* Based on maximum enrollment of 35 students per class.

is too poorly located to serve the project area and the surplus of pupils from the Chittick School. There has been a great increase of enrollment in this school during the past four years, and the River Street Housing Project (located to the northeast of the area) indicates that the School will be filled to capacity within the next two or three years.

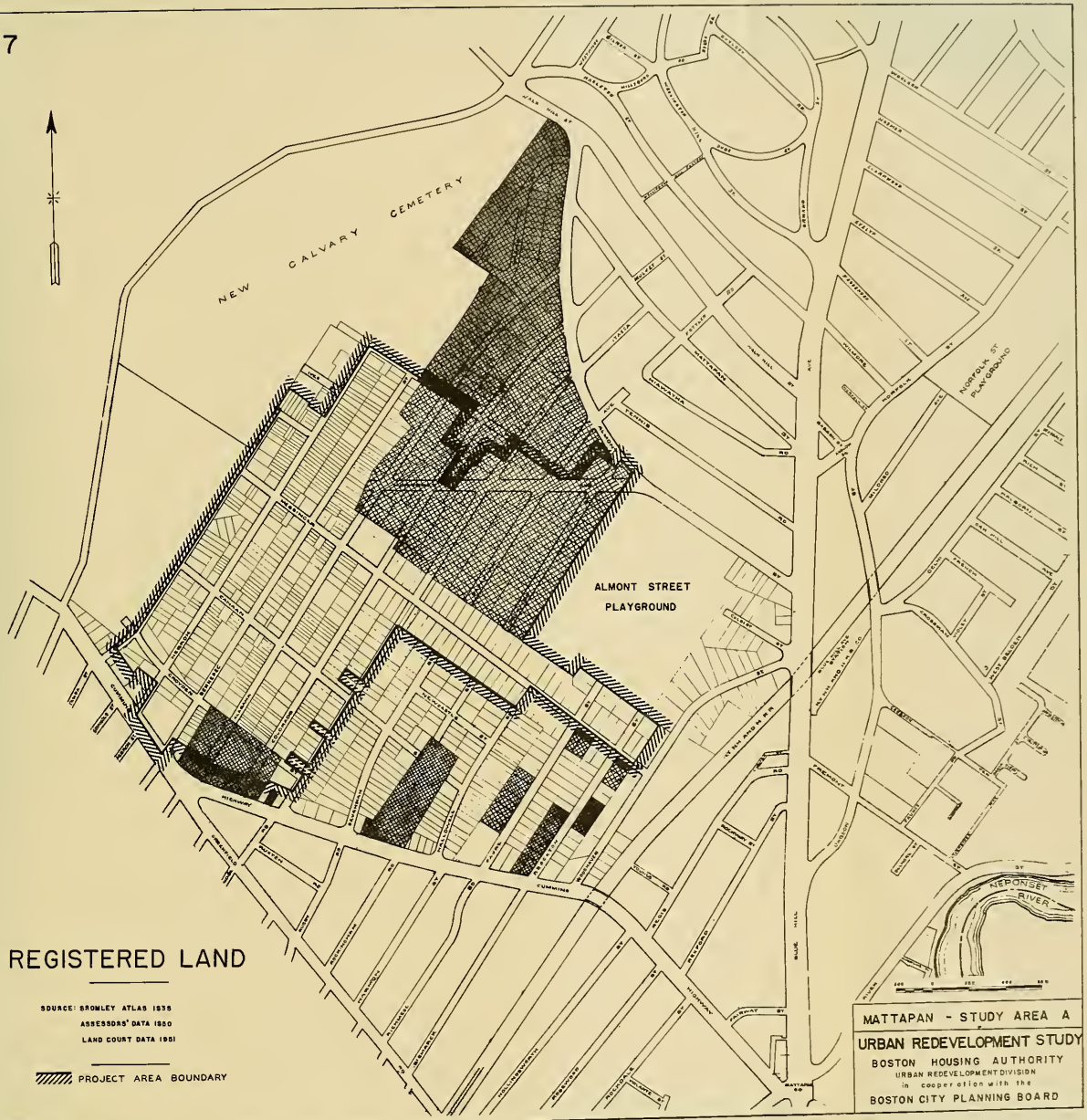
The Lewenberg School is the only "non-filled" school, but the use of Junior High School space for elementary school children is contrary to the present policy of the Boston School Department. This school is also too poorly located for elementary school children, primarily owing to the hilltop approaches.

The Parochial School in the area is filled to capacity (50 students per class) and the Hebrew School is also filled to capacity. The public schools must absorb the large influx of youngsters in the lower grades.

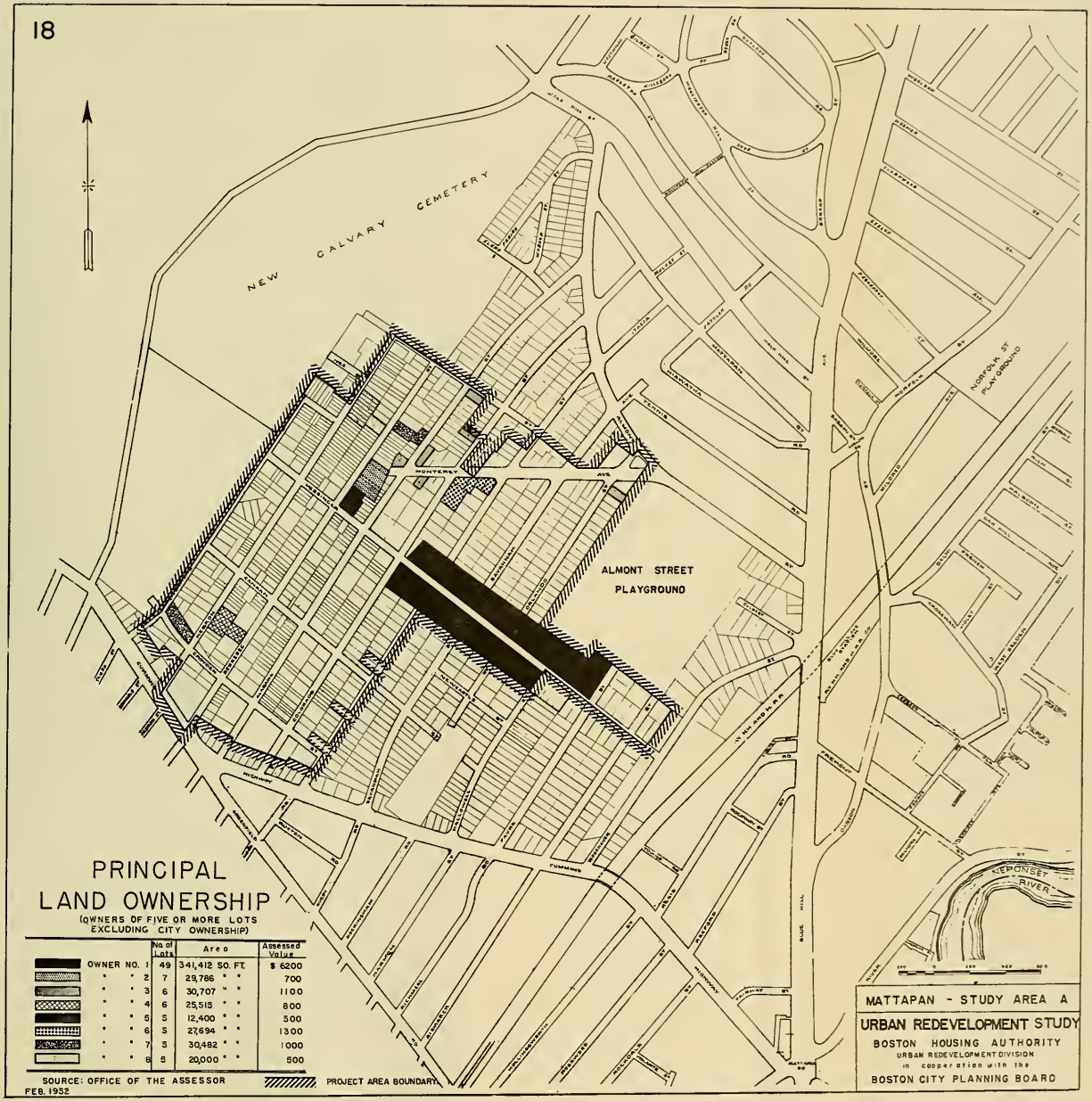
Recreation

On Map 16 will be noted the Almont Street Playground. It is one of the largest in the southern sector of the City, about 18 acres in size, and can adequately provide for greatly increased use. Its facilities include space for baseball, softball, and tennis. In the winter, part of the area is flooded for skating. Field house facilities are provided. The neighborhood presents other physical facilities such as bowling alleys and theater, and social centers such as the

17



FEBRUARY 1952



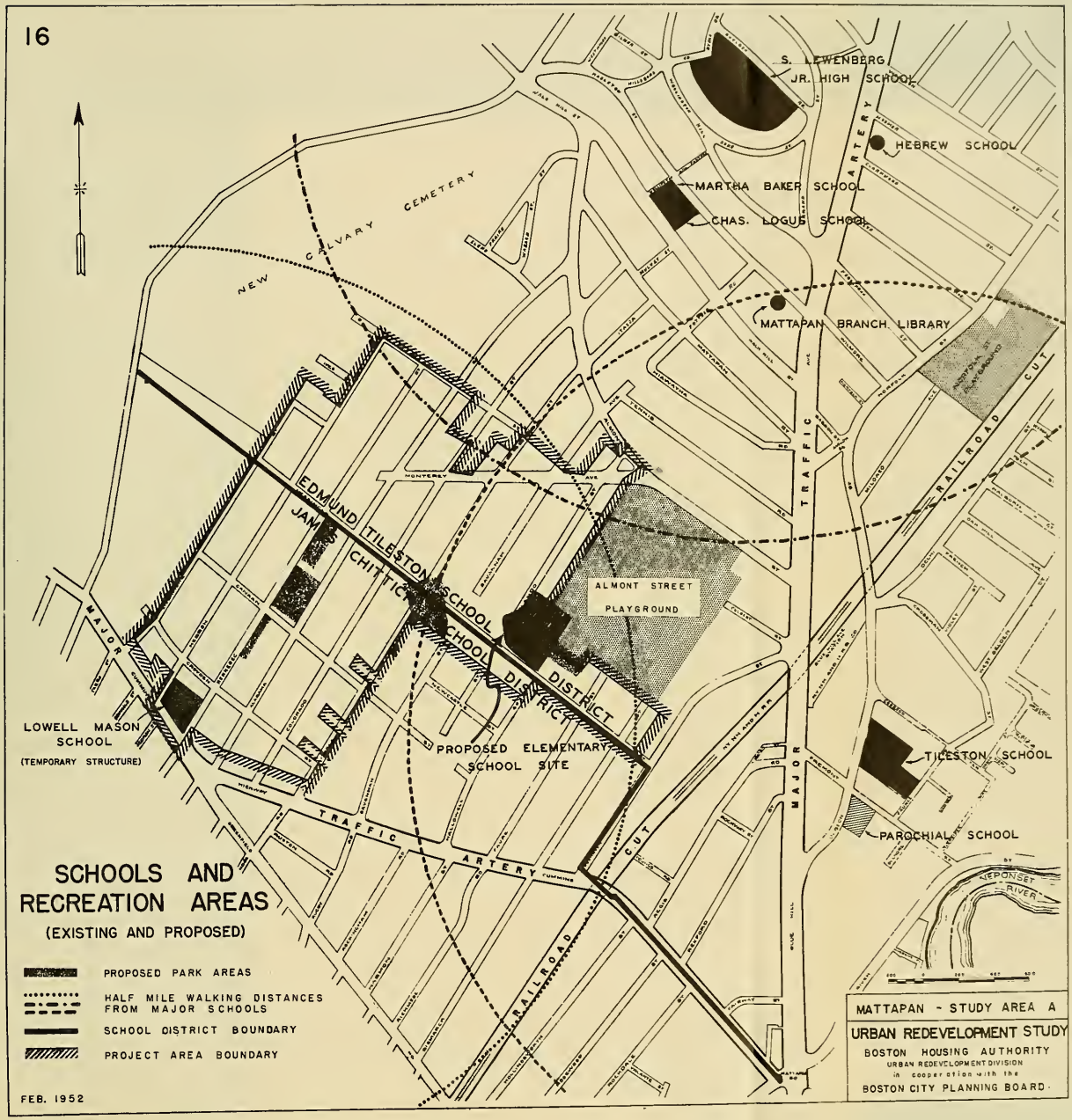
PRINCIPAL LAND OWNERSHIP

(OWNERS OF FIVE OR MORE LOTS EXCLUDING CITY OWNERSHIP)

	No. of Lots	Area	Assessed Value
OWNER NO. 1	49	341,412 SQ. FT.	$ 6200
" " 2	7	29,786 " "	700
" " 3	6	30,707 " "	1100
" " 4	6	25,515 " "	800
" " 5	5	12,400 " "	500
" " 6	5	27,694 " "	1300
" " 7	5	30,482 " "	1000
" " 8	5	20,000 " "	500

SOURCE: OFFICE OF THE ASSESSOR
FEB. 1952

PROJECT AREA BOUNDARY


S. LEWENBERG JR. HIGH SCHOOL
HEBREW SCHOOL
MARTHA BAKER SCHOOL
CHAS. LOGUE SCHOOL
MATTAPAN BRANCH LIBRARY
NEW CALVARY CEMETERY
MATTAPAN TRAFFIC ARTERY
RAILROAD CUT
EDMUND TILESTON SCHOOL
JAMES CHITTICK SCHOOL
ALMOND STREET PLAYGROUND
DISTRICT
LOWELL MASON SCHOOL
(TEMPORARY STRUCTURE)
PROPOSED ELEMENTARY SCHOOL SITE
TILESTON SCHOOL
PAROCHIAL SCHOOL
NEPONSET RIVER
RAILROAD
SCHOOLS AND RECREATION AREAS
(EXISTING AND PROPOSED)
PROPOSED PARK AREAS
HALF MILE WALKING DISTANCES FROM MAJOR SCHOOLS
SCHOOL DISTRICT BOUNDARY
PROJECT AREA BOUNDARY
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clubs that are noted on the neighborhood map, which is Map 15.

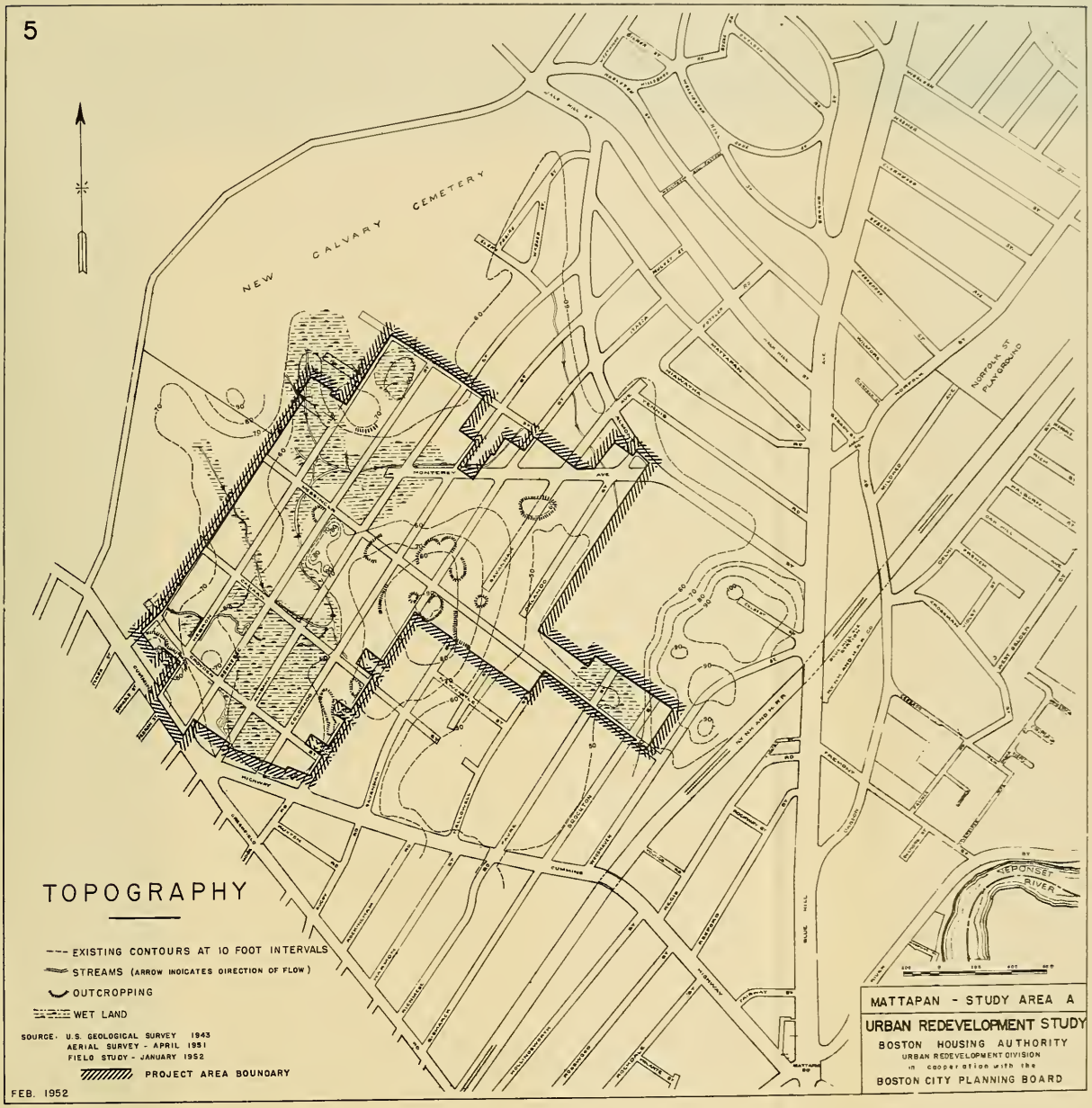
It may be said that, whereas the demand for playfield facilities is adequate, there is a lack of facilities of the playground and tot-lot types. The present school grounds on Cummins Highway contain some limited play equipment for small children.

Topography

One of the reasons that the Project Area is blighted may be found in the topography as illustrated in Map 5. The land conditions plainly in evidence are not conducive to the encouragement of development by private enterprise. Complete topographic information is not available, and the production of a final detailed plan is contingent upon having an accurate topographic survey made, and also a series of test borings.

In the entire Project Area there is very little level land of the type normally sought out for building purposes. The land at the west side of the area along Livermore Street contains large portions that are wet and that seem to catch the surface run-off from the higher land situated across Livermore Street in the bounds of the Prendergast Preventorium property. In places, the wet land has been ditched, and this is especially apparent along Monterey Avenue between Colorado Street and Kennebec Streets. Many of the structures are ob-

5



TOPOGRAPHY

--- EXISTING CONTOURS AT 10 FOOT INTERVALS

STREAMS (ARROW INDICATES DIRECTION OF FLOW)

OUTCROPPING

WET LAND

SOURCE: U.S. GEOLOGICAL SURVEY 1943
AERIAL SURVEY - APRIL 1951
FIELD STUDY - JANUARY 1952

PROJECT AREA BOUNDARY

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served to be built on foundations that elevate the sills several feet above ground level, a circumstance that can be regarded as indicative of periodic excessive surface water. With about one-third of the area consisting of wet land and with some of the water courses being in evidence, the source and the flow of all the water is still not yet clearly apparent. Broadly speaking, the water seems to drain from the Croyden Street section northward to the area just north of Messinger Street, then turn eastward to pass around the region where the 60-foot contour line extends from Messinger to Savannah Avenues, then flows southeasterly, presumably in this latter section mostly in utility lines. It is possible that some of the bottom land may have a soft base to a considerable depth but on the other hand there may be shallow underlying ledge upon which the water tends to form in basin-like depressed areas from which it may be adequately drained without too much difficulty.

As opposed to the wet land, a good portion of the Project Area is made up of hillside land with shallow underlying ledge rock. One of the two highest elevations is at the corner of Itasca and Messinger Streets where a 90' contour line may be observed. Thus, there is an extreme of 40 to 50 feet in elevation to be noted inside the project area.

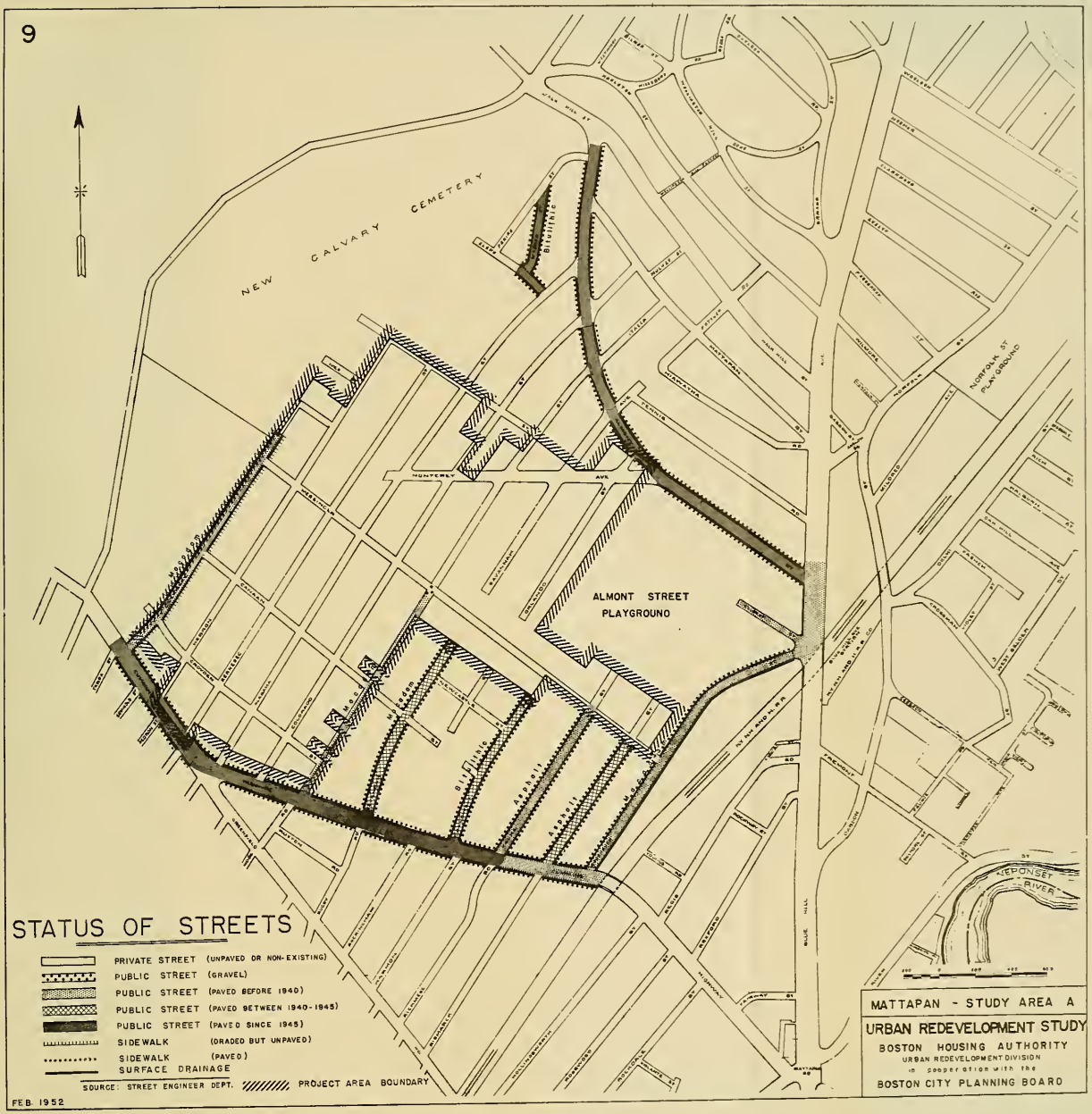
Principal rock outcroppings and ledges may be seen as symbolized by the hachure marks on the map. As might be expected, some of these are found on the slopes that lead to

the highest elevation. One is a rocky hummock in the bed of Savannah Avenue. A high rock ridge, the highest point of which shows a 90 foot elevation, extends from Livermore Street to a point beyond Hebron, on the south side of Croyden.

In order to get the necessary data by which any final plan may be formulated, a series of test borings must be made, distributed strategically over the Project Area to supplement the topographic survey already mentioned as a basic requirement. These test borings are needed to determine soil composition, to establish the depth for satisfactory footings, to provide a cue to soil bearing capacity, and to provide information which might restrict or guide the installation of utility lines, including the surface water drainage system. These two surveys, when completed, might even conceivably alter the new street plan for the new development as presently contemplated.

Street Network

The condition of existing streets can be seen by reference to Map 9. It shows the status of streets around the Project Area, and within its borders. It is evident that the street design was not dictated by topographic conditions. The Map clearly brings out the fact that practically all Project Area streets are "paper" streets. Some of these exist enough in fact to provide devious access to the structures that are scattered in the Area, but those that do


NEW CALVARY CEMETERY
ALMONT STREET PLAYGROUND
NORFOLK ST. PLAYGROUND
NEPONSET RIVER
BLUE HILL
STATUS OF STREETS
PRIVATE STREET (UNPAVED OR NON-EXISTING)
PUBLIC STREET (GRAVEL)
PUBLIC STREET (PAVED BEFORE 1940)
PUBLIC STREET (PAVED BETWEEN 1940-1945)
PUBLIC STREET (PAVED SINCE 1945)
SIDEWALK (GRADED BUT UNPAVED)
SIDEWALK (PAVED)
SURFACE DRAINAGE
SOURCE: STREET ENGINEER DEPT.
PROJECT AREA BOUNDARY
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URBAN REDEVELOPMENT STUDY
BOSTON HOUSING AUTHORITY
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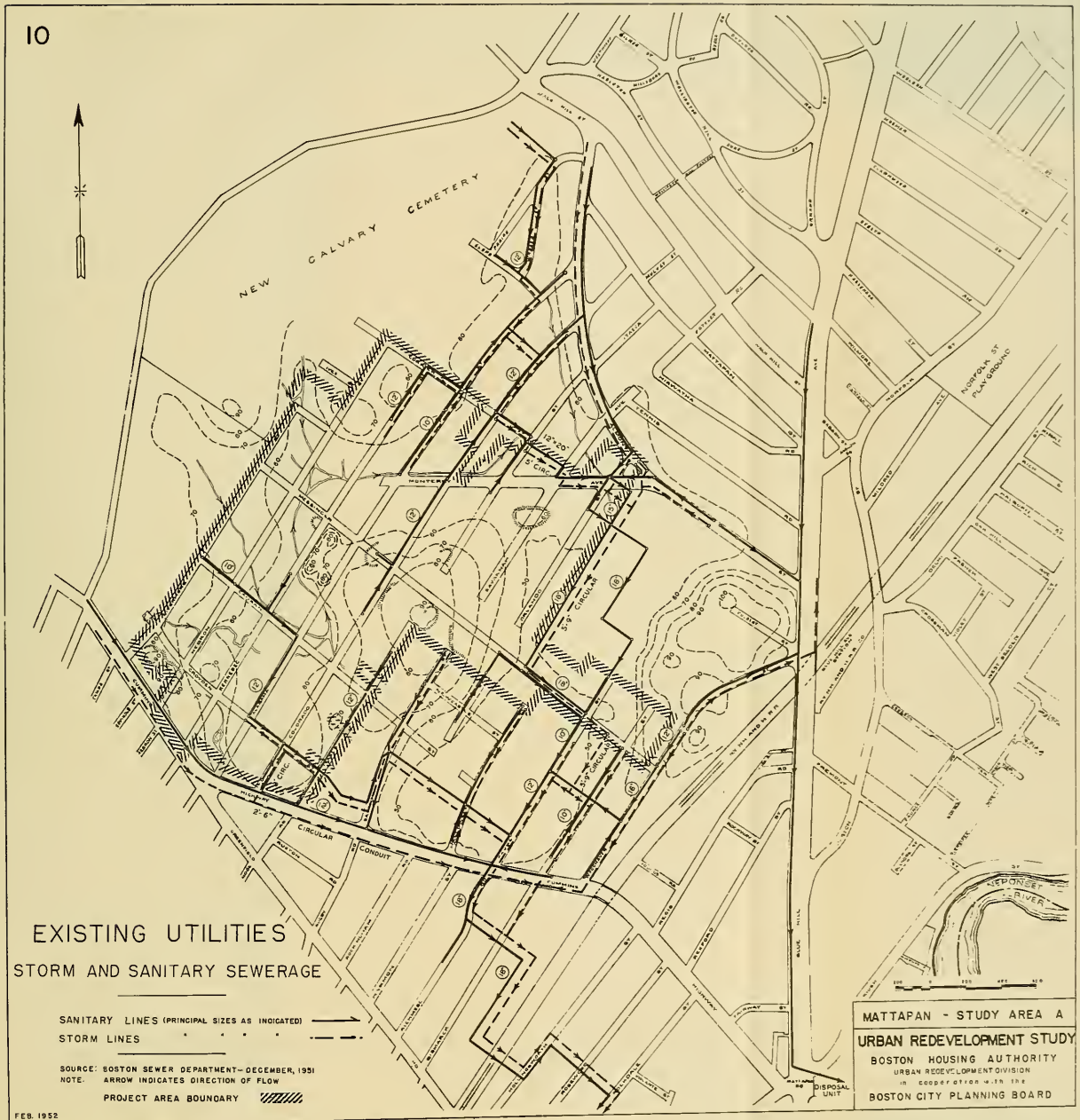
give access have severe limitations of use under bad weather conditions. Few of the streets are paved; some of them are improved to a limited extent. Principal access is provided from Livermore and Itasca Streets at the south side of the Area, and Colorado on the north. Most of the lots, however, are not accessible by automobile.

Utilities

Maps 9 and 10 serve to illustrate the network of existing utilities which immediately affect the Project Area. Map 9 shows storm and sanitary sewerage, and Map 10 shows the water and gas lines. In both cases the topography is indicated as far as is known in order to aid in the interpretation of the exhibits.

Although the maps are nearly self-explanatory, it may be emphasized that all utilities surround the Area and at various points reach into it to a limited extent. The water line which follows the bed of Colorado Street is the only utility which connects all the way through the area. Utility lines appear to be adequate in size but full information on condition and capacity in relation to the new density is not available at this time. In general, the problem is one of extension rather than replacement or relocation in order to serve the new Project plan.

In addition to the limited use within the Area that is made of some of the utilities already mentioned,



EXISTING UTILITIES

STORM AND SANITARY SEWERAGE

SANITARY LINES (PRINCIPAL SIZES AS INDICATED) ——→

STORM LINES * * * * ——·——

SOURCE: BOSTON SEWER DEPARTMENT – DECEMBER, 1951

NOTE. ARROW INDICATES DIRECTION OF FLOW

PROJECT AREA BOUNDARY ▨

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URBAN REDEVELOPMENT STUDY

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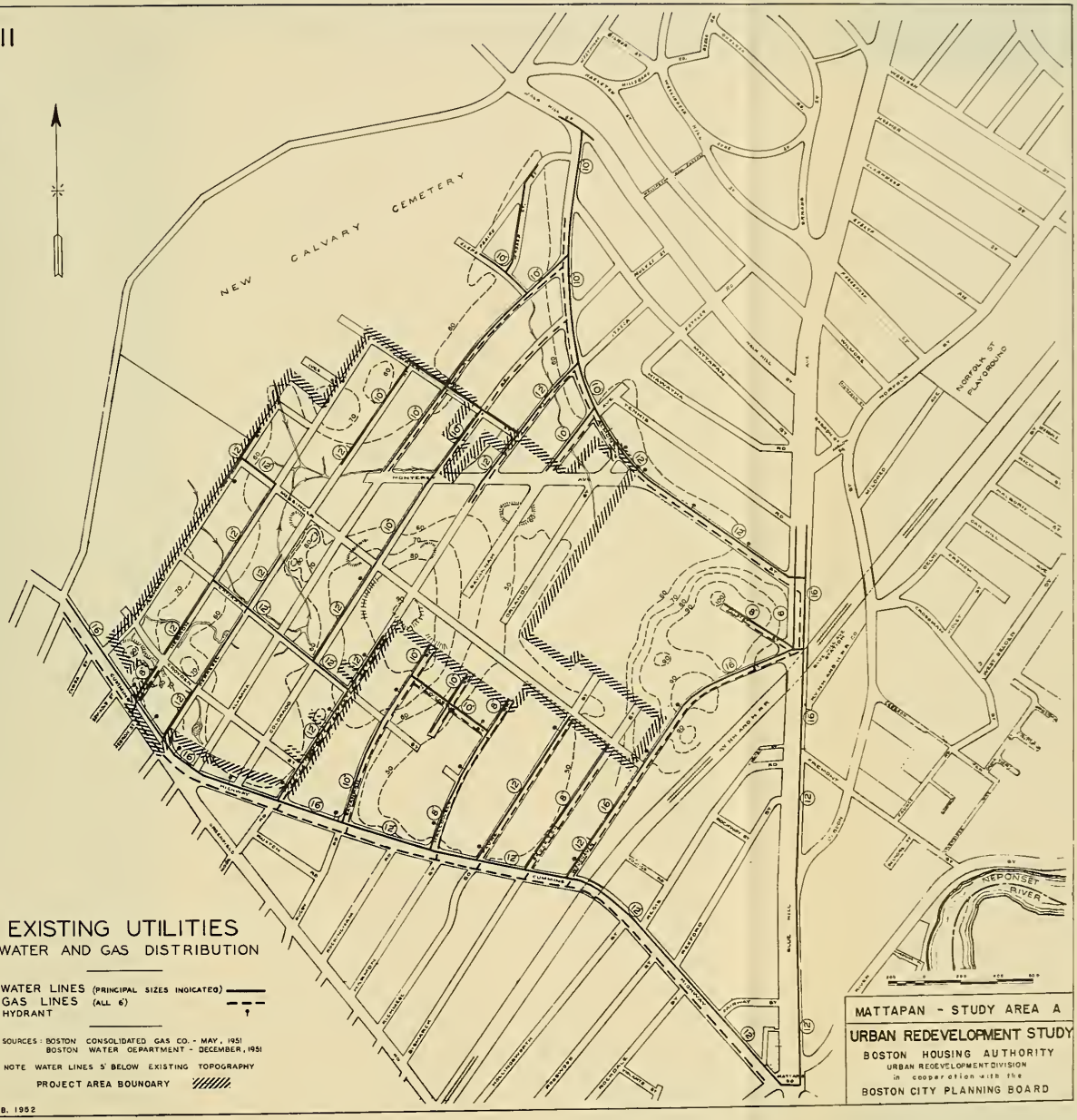
11



EXISTING UTILITIES
WATER AND GAS DISTRIBUTION

WATER LINES (PRINCIPAL SIZES INDICATED)
GAS LINES (ALL 6")
HYDRANT

SOURCES: BOSTON CONSOLIDATED GAS CO. - MAY, 1951
BOSTON WATER DEPARTMENT - DECEMBER, 1951

NOTE WATER LINES 5' BELOW EXISTING TOPOGRAPHY

PROJECT AREA BOUNDARY

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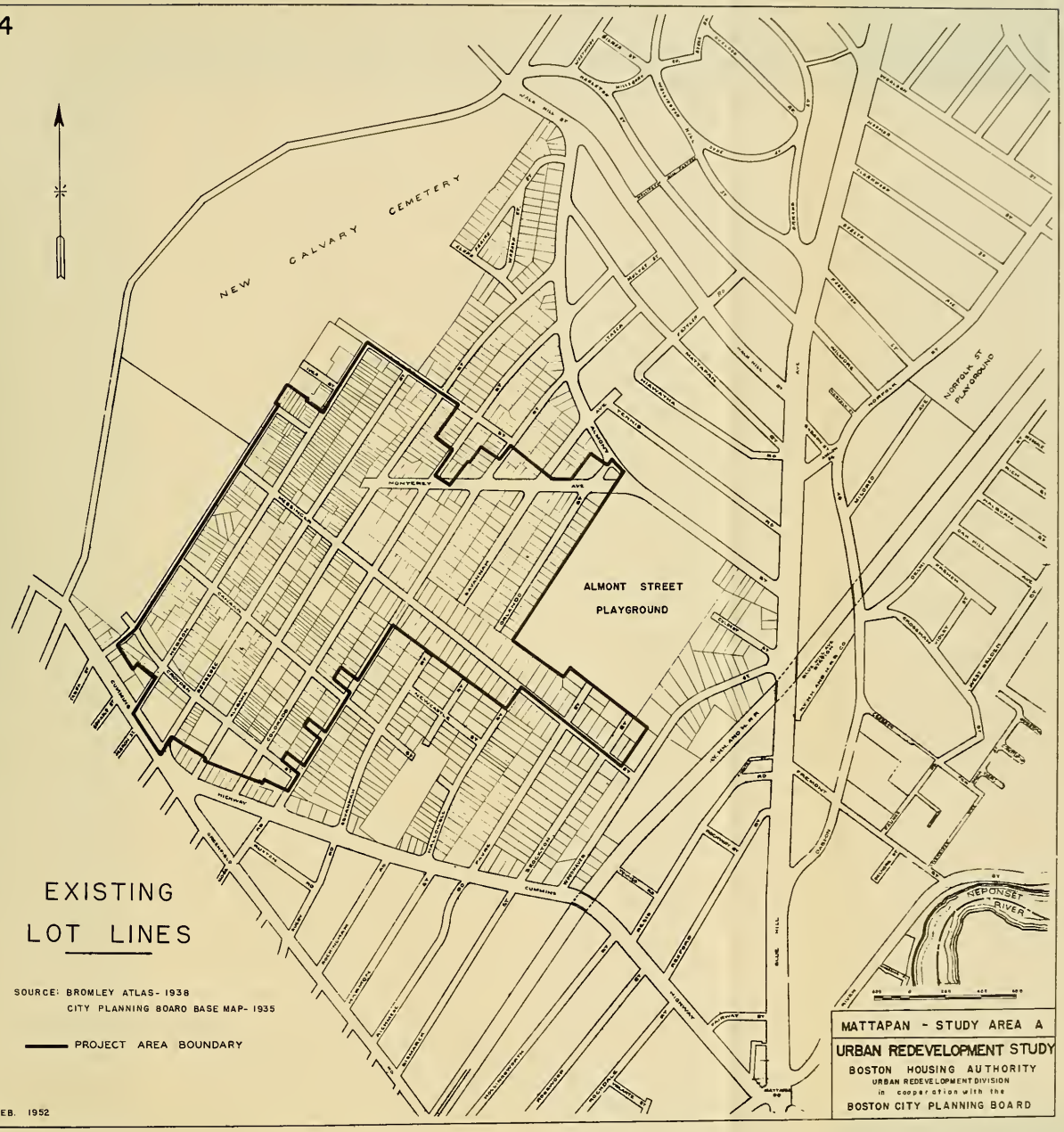
attention is called to the fact that there is an existing investment in street lighting, the fire alarm system, and outlets such as hydrants where, on long stretches, there is no consumer to utilize the services provided. These are a constant drain on the City, because a certain amount of maintenance is required to keep these items of capital expenditure in usable condition. A fair return on the investment in terms of use for public utilities and in terms of profit for the private utilities waits upon the bringing of the land into a pattern of normal use. The topographic survey and test borings are needed to determine the adaptation of the existing distribution system to any proposed redevelopment plan.

Obsolete Platting

The City records show that the Project Area was broken up into three major subdivisions originally. The northern section was made up part of the Edward Holbrook Estate, and was subdivided in 1903. The southern section bore the name "Homeward Terrace" when it was subdivided in 1908. A strip in the eastern part of the area belonging to F. Haven was subdivided in 1877. A very small section at the southwestern corner of the Area, including the school site, was Westcott property, subdivided in 1912.

Map 4 illustrates the obsolete and unsatisfactory type of platting that obtains in the Project Area. Oddshaped lots may be noted in the middle of the block bounded by Liver-

4


NEW CALVARY CEMETERY
ALMONT STREET PLAYGROUND
NORFOLK ST PLAYGROUND
MONTEREY AVE
WALK HILL ST
BLUE HILL AVE
MATTAPAN
NEPONSET RIVER
EXISTING
LOT LINES
SOURCE: BROMLEY ATLAS- 1938
CITY PLANNING BOARD BASE MAP- 1935
PROJECT AREA BOUNDARY
FEB. 1952
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URBAN REDEVELOPMENT STUDY
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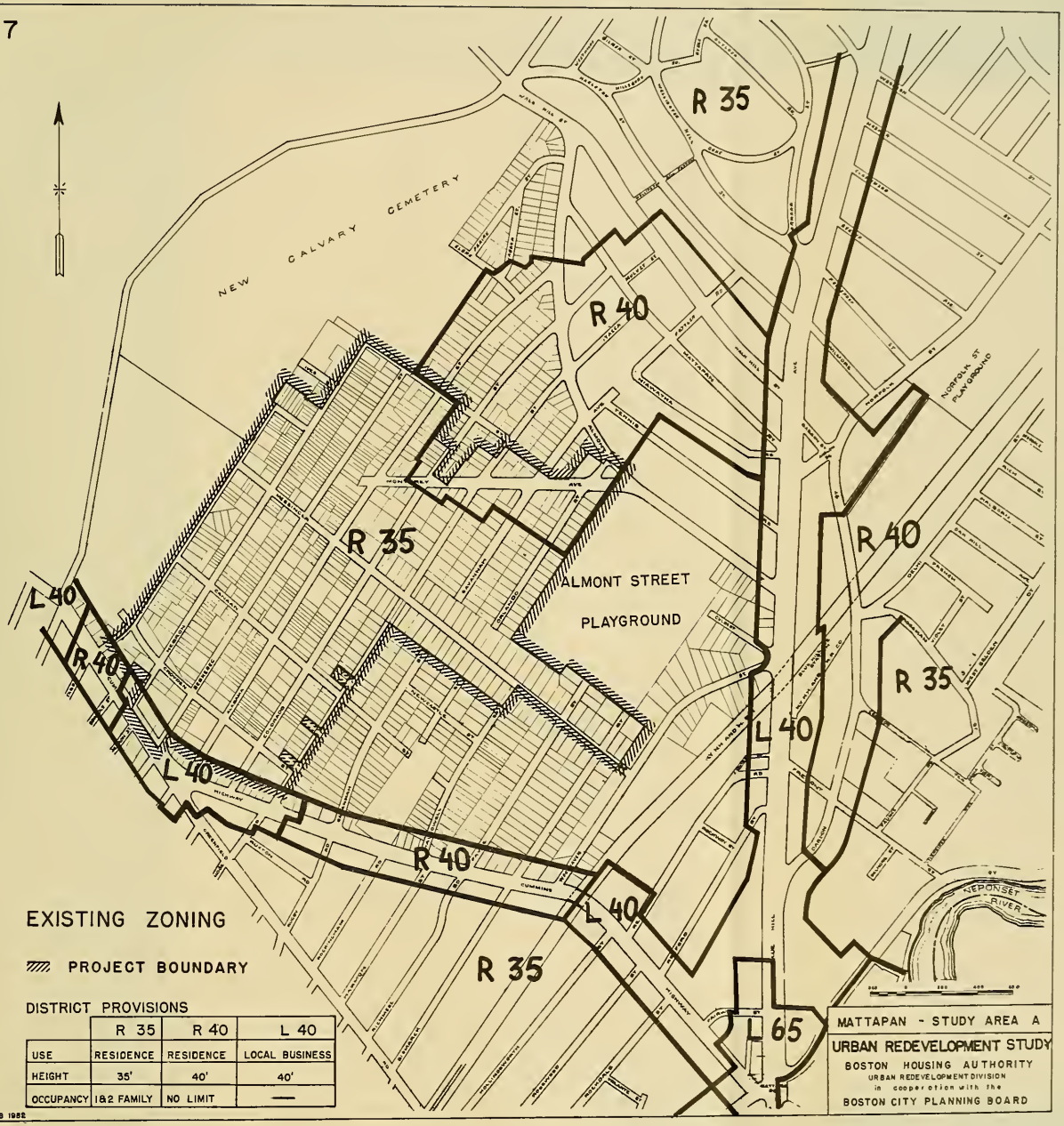
more, Messinger, Hebron, and Canaan Streets, where a large piece of land was subdivided with diagonal lines, probably in anticipation of the eventual extension of Monterey Street to Livermore. As they stand, however, three of the lots are "landlocked", i.e., without street frontage. Another example of poor layout is noted in the block between Currier and Messinger Streets, and between Alabama and Kennebec. From Monterey to Currier in that block, the rear dividing lot line veers erratically so that lots of uneven depths are created. This is a result of laying out lots adjacent to an early land-holding indicated on Map 17. A wide variance in lot sizes is observed by contrasting the several ample lots in the block bounded by Monterey, Colorado, Messinger, and Alabama with the small lot sizes to be observed in the blocks bounded by Livermore, Hebron, and Messinger.

In addition to the unsatisfactory design that has been mentioned, attention should be called to the large number of small lots which are laid out in most of the Project Area. In the block bounded by Currier, Kennebec, Messinger, and Hebron Streets, there are 75 lots with 2,105 feet of street frontage. This averages 28 feet per lot. However, most of the lots have a 20-foot frontage.

Zoning

Reference to Map 7 shows the zoning framework within which the sparse development of the Area has taken place up

7



EXISTING ZONING

PROJECT BOUNDARY

DISTRICT PROVISIONS

	R 35	R 40	L 40
USE	RESIDENCE	RESIDENCE	LOCAL BUSINESS
HEIGHT	35'	40'	40'
OCCUPANCY	1&2 FAMILY	NO LIMIT	—

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to the present time. It will be seen that most of the land is in the R-35 residential category. A small section near Almont Street is zoned R-40. The site of the present school is in L-40 district, for local business use.

A field check on current uses showed that there are three nonconforming uses in the Project Area. One is the storage and greenhouse building situated near Currier Street, between Alabama and Kennebec. The second is a garage for contractor's equipment located off Cummins Highway again in the block between Alabama and Kennebec. The third is a garage in poor condition, not presently occupied, close to Croyden Street, between Hebron and Livermore Streets. These are all in the R-35 residential district. It is more than likely that some other minor nonconforming uses may exist in the Area.

Study of the existing zoning leads to the conclusion that it is inadequate. The R-35 designation applies to most of the Project Area where a refinement in part to S-35 for single family occupancy might well be demanded. There seems to be no special reason for the particular district line between R-35 and the R-40 area extending to Almont Street. A strip development of Cummins Highway is called for with local business (L-40) alternating with residential use (R-40), thus breaking the continuity of either. The zoning pattern is thus inadequate, and fails to knit neighborhood development in orderly fashion toward an integrated framework of good relation-

ship.

At this time the City of Boston is giving consideration to the preparation of a comprehensive zoning study.

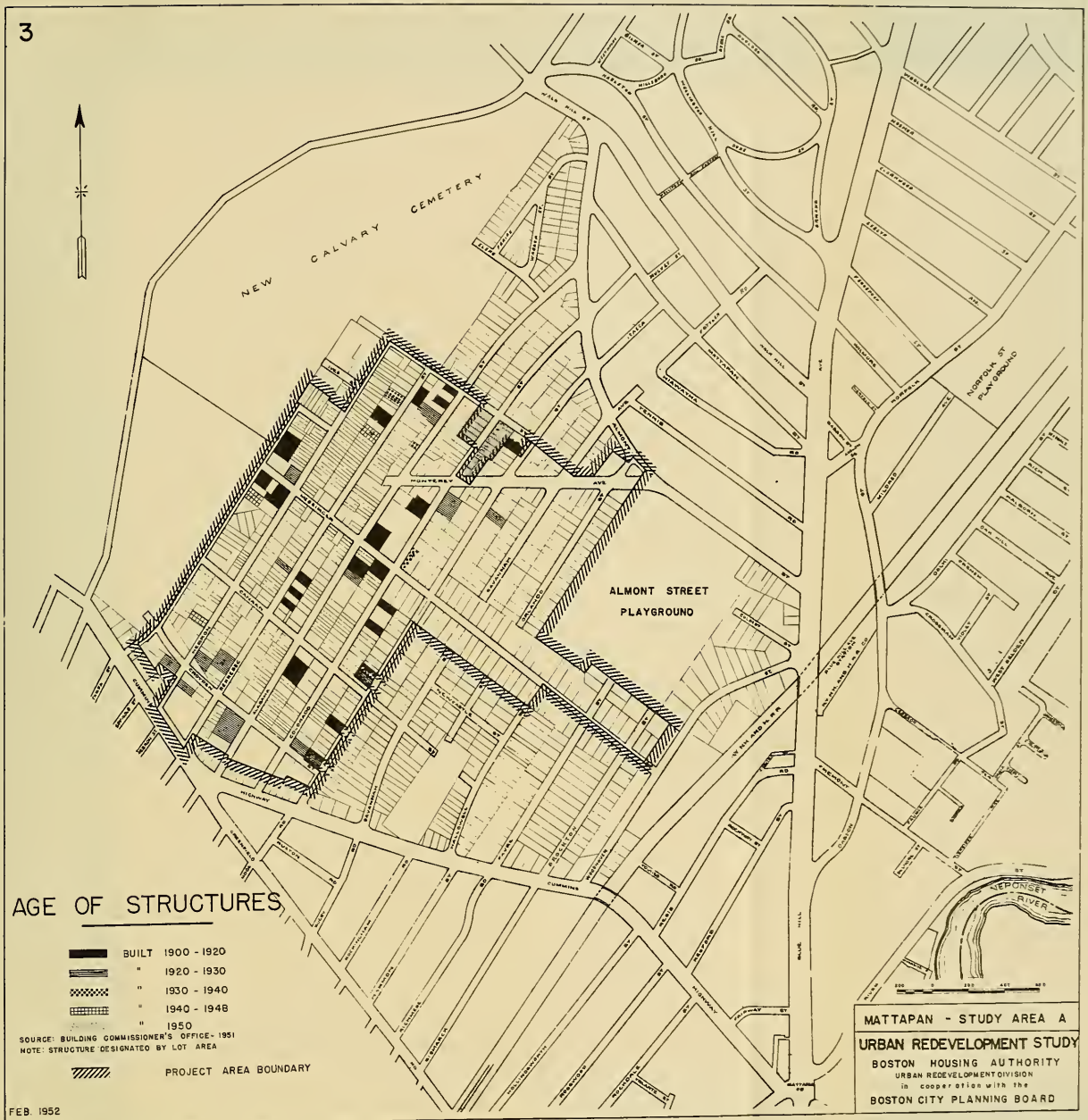
Diversity of Ownership

Map 18 shows the principal land ownership of the Project Area. The more than 81 acres, consisting of 555 separate parcels is held by 233 owners, including the City of Boston. Additional details are provided in the table which is part of Map 18 and in the accompanying table entitled "Lot Study". It will be readily seen that the diversity of land ownership has been another factor hindering land development. The City holds 163 scattered parcels which were taken for taxes. The next largest owner holds 47 lots, and these are fairly uniformly substantial in size. All other owners hold but 7 lots or less. 254 lots are held in pairs or individually. This situation offers a prohibitively slow and expensive process for any private developer to undertake in land assembly.

Age of Structures

At the present time there are only 39 principal private structures situated in the Project Area in addition to the school, and most of these are residential. None of these structures is either exceptionally large or unusually expensive. Along with the dwellings, in almost every case, are scattered outbuildings which represent a minimum investment in garages, sheds, and storage shacks. Their distribution may be observed

3


NEW CALVARY CEMETERY
ALMONT STREET PLAYGROUND
NORFOLK ST PLAYGROUND
NEPONSET RIVER
AGE OF STRUCTURES
BUILT 1900 - 1920
" 1920 - 1930
" 1930 - 1940
" 1940 - 1948
" 1950
SOURCE: BUILDING COMMISSIONER'S OFFICE - 1951
NOTE: STRUCTURE DESIGNATED BY LOT AREA
PROJECT AREA BOUNDARY
MATTAPAN - STUDY AREA A
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by referring both to the Air Photograph and to Map 23. It is noteworthy that their individual locations generally seek to avoid the most difficult topographic conditions, as revealed by reference to the topographic map. The age of the dwellings may be summarized as follows: -

21 built between 1900 - 1920

11 built between 1920 - 1930

3 built between 1930 - 1940

This data indicates further the care with which the project boundary was delineated, so that no new buildings would be included in the area marked for redevelopment.

Type of Structures

On the proposed project site there are forty parcels. Included are 36 frame dwellings, one contractor's depot, one five-stall masonry garage, one greenhouse and one 4-room primary school. The contractor's depot is a one-story building with a large yard for outside storage. Total area of this parcel is 31,312 square feet.

In general, it may be said that the maintenance standard of the structures is not a high one.

Occupancy of Structures

Of the thirty-six dwelling structures in the proposed project area, all but two are owner occupied. Thirty-one structures are single-family, and five are two-family houses.

PROJECT AREA LOT STUDIES

	Number Parcels	Assessed Value	Area (Sq. Ft.)	Average A.V./lot	Average Area (Sq. Ft.) per lot
Total Tax lien Parcels	83	$ 12,700.00	338,063	$153.00	4,073
Total Tax Foreclosed Parcels	163	28,400.00	802,028	$174.00	4,920
Total Private Parcels (Real Estate taxes paid to date)	309	162,400.00	1,613,824	$525.00	5,223
Totals	555	$203,500.00	2,753,915	$367.00	4,962

(Private Parcels, including tax lien parcels)

~~386~~ 392	~~$159,200.00~~ 149,800.00	~~1,919,624~~ 1,948,855	$412.00	4,973

NOTES

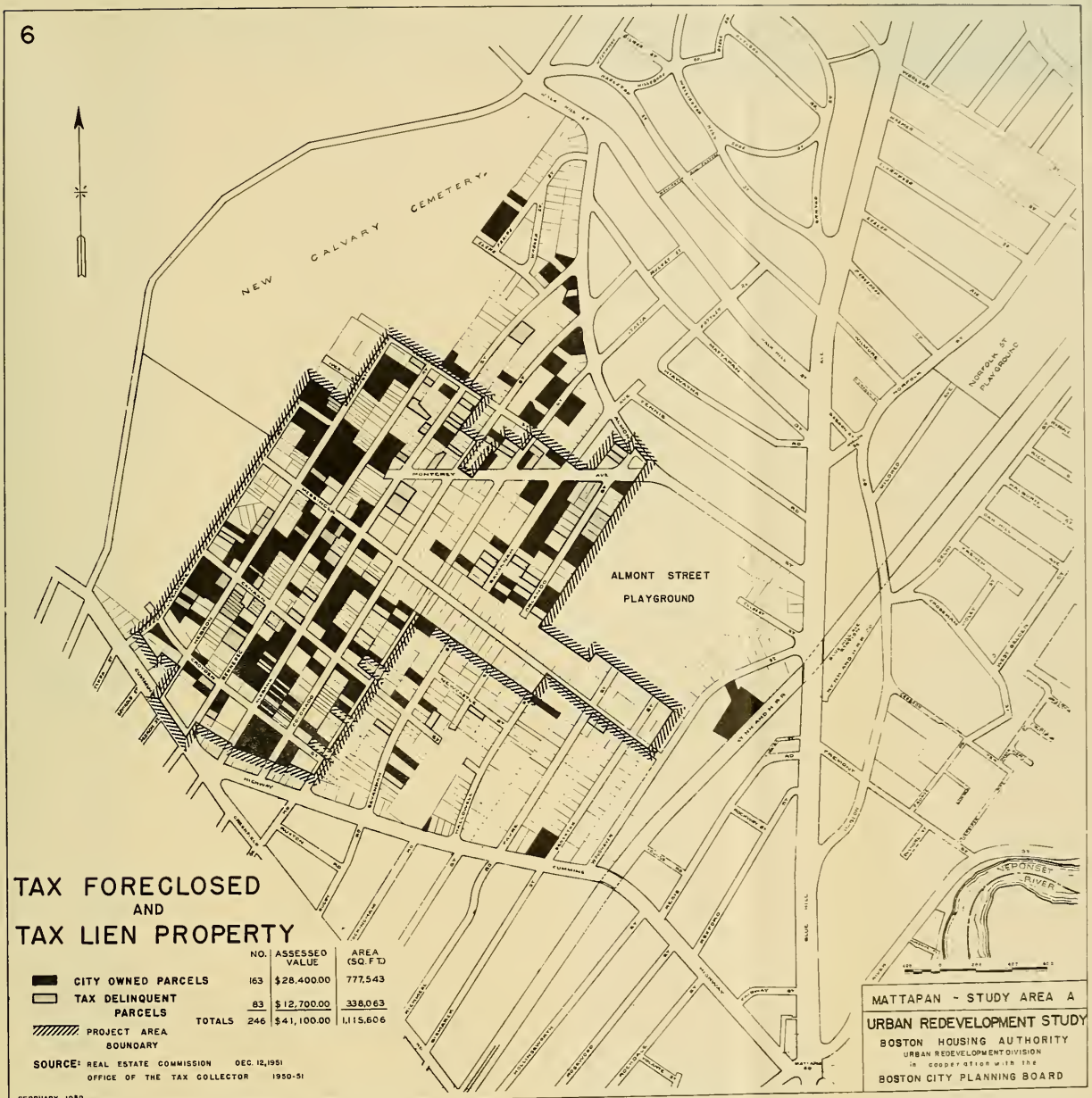
1. According to the Assessor's records, there are no structures on tax lien parcels.
2. According to the Real Estate Commission, there are no structures on tax foreclosed parcels.
3. Private property which is not delinquent in real estate taxes composes only 58% of existing land of the project, excluding street area.
4. In addition to real estate taxes, there are other charges in arrears on many of the parcels in the area. Such charges are for example, fees for street improvements, water service, etc.
5. Real Estate taxes are defined as "paid", when paid up to 1951.

No interior inspections have been made up to this time. There appears to be some doubling-up of families based on available information. This source discloses forty-three families with six lodgers, roomers or one-person families. The records of the Election Department of the City indicate 128 persons, 20 years of age and over, living on the site on January 1, 1951.

Tax Delinquency

The accompanying table summarized the problem of tax delinquency and shows clearly that it is a perpetual problem in the Project Area. Only 58% of the private property is not tax delinquent, and 163 out of a total of 555 parcels had been foreclosed for taxes when the table was compiled. For the purposes of the accompanying exhibit any Project Area land is regarded as delinquent if full taxes have not been paid on it up to the year 1951. It may be noted, that there are other types of liens against the land than those engendered through the deferment of real estate tax payments. Such liens are based on delinquency in paying City charges (perhaps not strictly definable as taxes) such as water fees and assessments for improvements. Some of the real estate tax liens date back many years - one was observed to bear the date 1907, for instance.

Map 6 is informative in its portrayal of the distribution of real estate tax delinquency. It will be observed that delinquency in general appears to coincide with the most



TAX FORECLOSED AND TAX LIEN PROPERTY

	NO.	ASSESSED VALUE	AREA (SQ. FT.)
CITY OWNED PARCELS	163	$28,400.00	777,543
TAX DELINQUENT PARCELS	83	$12,700.00	338,063
TOTALS	246	$41,100.00	1,115,606

PROJECT AREA BOUNDARY

SOURCE: REAL ESTATE COMMISSION DEC. 12, 1951
OFFICE OF THE TAX COLLECTOR 1950-51

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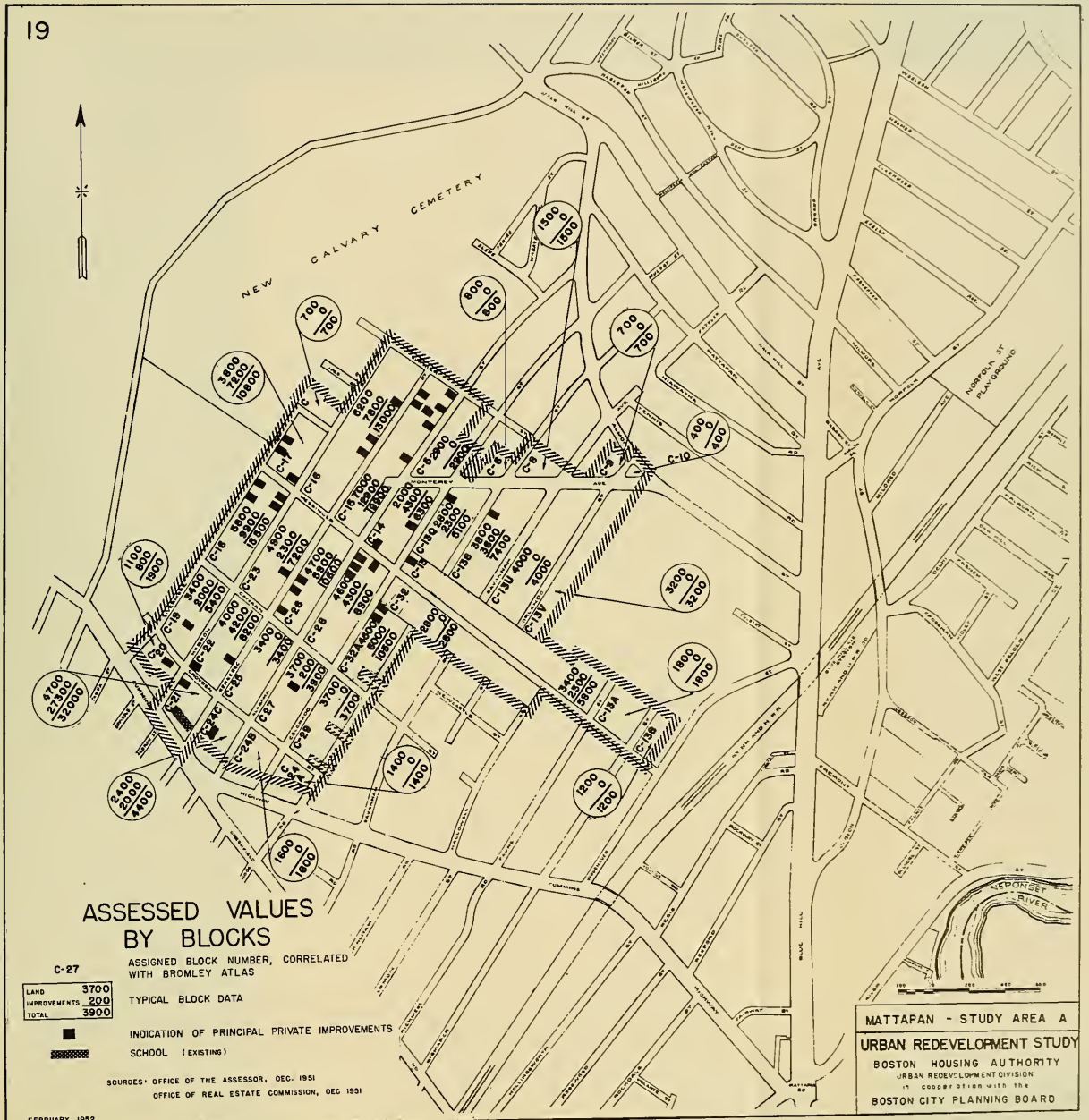
NEW CALVARY CEMETERY
NORFOLK ST PLAYGROUND
NEPONSET RIVER
BLUE HILL
ASSESSED VALUES BY BLOCKS
C-27
LAND 3700
IMPROVEMENTS 200
TOTAL 3900
ASSIGNED BLOCK NUMBER, CORRELATED WITH BROMLEY ATLAS
TYPICAL BLOCK DATA
INDICATION OF PRINCIPAL PRIVATE IMPROVEMENTS
SCHOOL (EXISTING)
SOURCES: OFFICE OF THE ASSESSOR, DEC. 1951
OFFICE OF REAL ESTATE COMMISSION, DEC 1951
FEBRUARY 1952
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unsatisfactory topographic areas.

PLAN FOR REDEVELOPMENT

Approach to Replanning the Project Area

Through the picture of existing conditions in the Project Area that has already been drawn, it is believed that adequate evidence has been presented to demonstrate the importance and necessity of Area redevelopment to the community of Mattapan. Factors contributory to blight and to arrested growth have been sought out and examined. It has been shown that the synthesis of conditions in the Area offers an obstacle to development that will undoubtedly never be overcome by normal private enterprise operations.

Bringing the land to its highest degree of usefulness cannot be done without governmental aid, however. The instrument of government agency is needed to consolidate the lots which are in scattered ownership by purchase and, where necessary, through the power of eminent domain, to replan and replot the area, then sell it to private developers who would be committed to a planned program of rebuilding for the ultimate benefit of individual purchasers. No private developer could possibly afford to acquire and replan the land in its present state. Through a process of land write-down at public expense through federal funds and for the public welfare, and in accordance with tested principles of long-range planning, the Project Area may be altered from its present state into a community asset, providing space for comfortable

homes and returning substantial tax revenues to the City.

As far as the City's participation is concerned, the process appears to be one resulting in a considerable net profit, based on the information now at hand and on the preliminary estimates that have been drawn up bearing on the current design for reuse. These figures are submitted elsewhere in this paper.

The proposed plan for reuse is predicated upon the minimum amount of displacement in the neighborhood, upon utilizing to the maximum the investment in utilities already in location, and upon creating an efficient, orderly pattern for an integrated residential neighborhood. The plan will require much refinement from its present state; indeed, further evidence from specialized surveys is needed to establish beyond a doubt the soundness of the tentative cost estimates and to focus them within their respective ranges.

Distribution of Residential Uses

Map 12 gives a complete picture of the proposed distribution of uses under the new plan for the Project Area. This generalized plan is suggested, after considerable study, both from the standpoint of economics and from the standpoint of desirable planning. The greater portion of the Area could be developed for single-family homes, 200 in number, at a density of about 4 families per acre. The second residential group could accommodate 106 two-family houses at a density of

TENTATIVE

LAND REDEVELOPMENT PLAN

DISTRIBUTION OF USES

PUBLIC OPEN AREAS

PROJECT AREA BOUNDARY

RESIDENTIAL ALLOCATION		
	D. U.	LOTS
1 FAMILY HOMES	200	200
2 " "	106	53
4 " "	100	25
TOTALS:	406	278

FEB. 1952

200 0 200 600

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URBAN REDEVELOPMENT STUDY

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about 8 families per acre. A group of 25 structures, each built for four-family occupancy at 14 families per acre, might be developed close to the proposed new school site and bordering the Almont Street Playground. The average density would then be about 6 families per net residential acre, whereas the builtup areas today average about 12 families per acre in the vicinity. It would be purposely intended that the area of highest density would be closest to the school and playground because the real estate authorities are of the opinion that such areas are the least desirable for single family occupancy, and the grading in increased density ought to be toward the areas where the noise and pedestrian traffic of school and recreation activities is most concentrated. It will be readily seen from the Air Photograph that the new proposal, in terms of use and density, will not be inharmonious with the adjacent areas or harmful to them. The densities proposed as well as the uses are in accordance with the recommendations of the General Plan for Boston.

Street and Lot Design

The general street and lot plan which is contemplated to serve the predominantly residential uses of the redeveloped Project Area is to be seen on Map 13. A comparison with Map 9 shows clearly how the existing streets which presently reach in to the margin of the Project Area can be extended across the Area by carefully planned changes of direction, so as to create a network of pleasant residential streets intended

TENTATIVE

LAND REDEVELOPMENT PLAN

PROPOSED STREET LAYOUT

PUBLIC OPEN AREAS

PROJECT AREA BOUNDARY

PROPOSED STREETS INSIDE PROJECT AREA

OUTSIDE

EXISTING STREETS INSIDE PROJECT AREA

CONTOURS (10 ft. INTERVAL)

200 0 200 600

MATTAPAN – STUDY AREA A

URBAN REDEVELOPMENT STUDY

BOSTON HOUSING AUTHORITY

URBAN REDEVELOPMENT DIVISION
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to expedite interior circulation of traffic but not the transit of through traffic. From Map 5 it will be noted that the new plan is strongly guided by natural contours, especially in traversing the slopes of the hill that reaches its greatest height at the end of Itasca Street. It is expected that the achievement of the street and lot plan would nevertheless involve a considerable amount of drainage, fill, and blasting operations.

A great contrast is to be seen between the present and the proposed lot layout in comparing Maps 13 and 4. The new plan would create no lots without street frontage, no odd-shaped parcels, no erratic sizes of lots. Homes for single families would have lots with frontages of about 80 feet and an area of about 9,500 square feet. In the case of lots for two-family structures, frontages would run about 85 feet and lot area about 8,500 square feet. The four family house lots would have frontages of about 100 feet and an area of about 10,000 square feet each.

Utilities

Rather than sacrifice the investment in utilities that has already been made, the new plan calls for extending them into new and useful service areas as shown on Maps 21 and 22. The extended lines would follow the new street plan, but no details of construction can be suggested because full information on the subject is not yet at hand. Topographic and sub-

TENTATIVE

LAND REDEVELOPMENT PLAN
EXTENSION OF UTILITIES
WATER AND GAS

- PROPOSED WATER
- PROPOSED GAS
- EXISTING WATER
- EXISTING GAS
- PUBLIC OPEN AREAS
- PROJECT AREA BOUNDARY

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200 0 200 600

MATTAPAN – STUDY AREA A

URBAN REDEVELOPMENT STUDY

BOSTON HOUSING AUTHORITY
URBAN REDEVELOPMENT DIVISION
IN COOPERATION WITH THE
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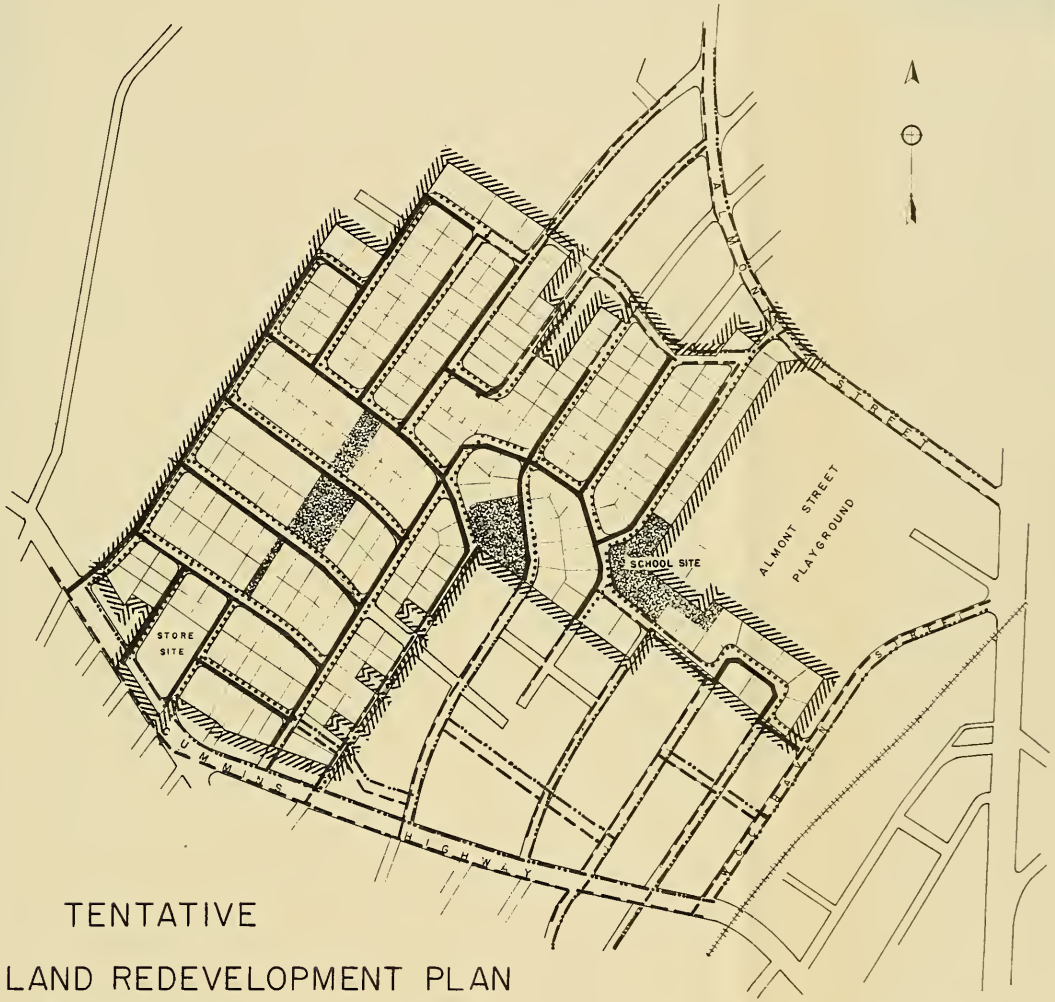

TENTATIVE

LAND REDEVELOPMENT PLAN

EXTENSION OF UTILITIES

STORM & SANITARY SEWERS

- PROPOSED SANITARY LINES
- PROPOSED STORM LINES
- EXISTING SANITARY LINES
- EXISTING STORM LINES
- PUBLIC OPEN AREAS
- PROJECT AREA BOUNDARY

200 0 200 400

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MATTAPAN – STUDY AREA A

URBAN REDEVELOPMENT STUDY

BOSTON HOUSING AUTHORITY

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soil conditions may very likely cause extensive revisions in the present proposals. The basis for revising the street and lot plan would be the test boring survey and the topographic survey that have already been pointed out as essential.

New School

When the recommendations of the Strayer Report school survey are carried out in regard to "immediate redistricting", the whole redevelopment area will fall within the Edmund Tileston District. While the enrollment figures indicate that the section surrounding the project area is now adequately served by existing schools, the accompanying table indicates the new elementary school to be essential. According to the Boston School Department (Mr. Charles J. Lynch, Administrative Research Assistant), "present indications show that if this (redevelopment) project is completed, a new Elementary School Building would be necessary in the vicinity of the Almont Street Playground. In addition, the relief of crowded conditions in the Chittick School, located four blocks southwest of the Project Area, must await the construction of this new school." The vacancy of 19 rooms in the Lewenberg School implies that no additional Junior High School will be needed in the foreseeable future in this area.

Although the City of Boston has been considering replacement of the Lowell Mason School by a new structure somewhere in the same neighborhood, the new residential plan with

its Almont Street Playground, seems to suggest a very favorable location. It may be that the eventual design of the school layout will require the inclusion of a small part of the Almont Street Playground into the school site itself, as indicated on Map 16.

Preliminary study suggests that the new school should be a 12-room building, equipped to serve adequately an average school enrollment of 420 pupils. This is predicated on the development of over 400 dwelling units in the Project Area plus the expected building in the vicinity, and normal population growth. About 75% of the new school's enrollment would be expected to be residents of the Project Area if the proposed Plan is actually effectuated.

The elimination of the Mason School and the construction of the new Almont School will correct the present blighting effect of school conditions. When these proposals are carried out the educational facilities will be modern and adequate. It should be noted that the General Plan indicates the same proposed location for a new elementary school as does the Project Plan.

Parks and Playgrounds

The Almont Street Playground will continue to be the principal recreation area when the redevelopment plan is completed. Its large size and present small use indicate that it will be well able to care for the additional demands of an

augmented population in the vicinity. The school grounds next to the Playground will also have some facilities for recreation, presumably for the smaller children.

Attention is called to the additional park and playground spaces reserved, in the new plan, as seen on Map 12. The hilltop at the end of the present Itasca Street is left as a principal park area for two reasons. First, the terrain is probably too rocky to prove practical as a building area, and secondly, the high elevation at this centrally located spot offers an outlook where there would be benefit from the cooling breezes in the hot summer months.

The ultimate development of the three strip park areas centrally located in the single-family district also noted on Map 12 is not completely defined at this time. Their location is partly suggested by what is known of soil conditions in that section. The thin park strip nearest the Store Site on the map is thought of as a pedestrian access way for convenience in crossing the long block in which it is situated. The largest of the three park areas is principally intended to provide for a junior playground. The remaining park strip, farthest to the north, includes a rocky ridge unsuitable to include in the land processing operations but most interesting to reserve as a landscaped area. Such park and play spaces serve a social as well as a recreational need in a closely-integrated neighborhood, and they also serve to protect and enhance the value of residential real estate in the vicinity.

Commercial Uses

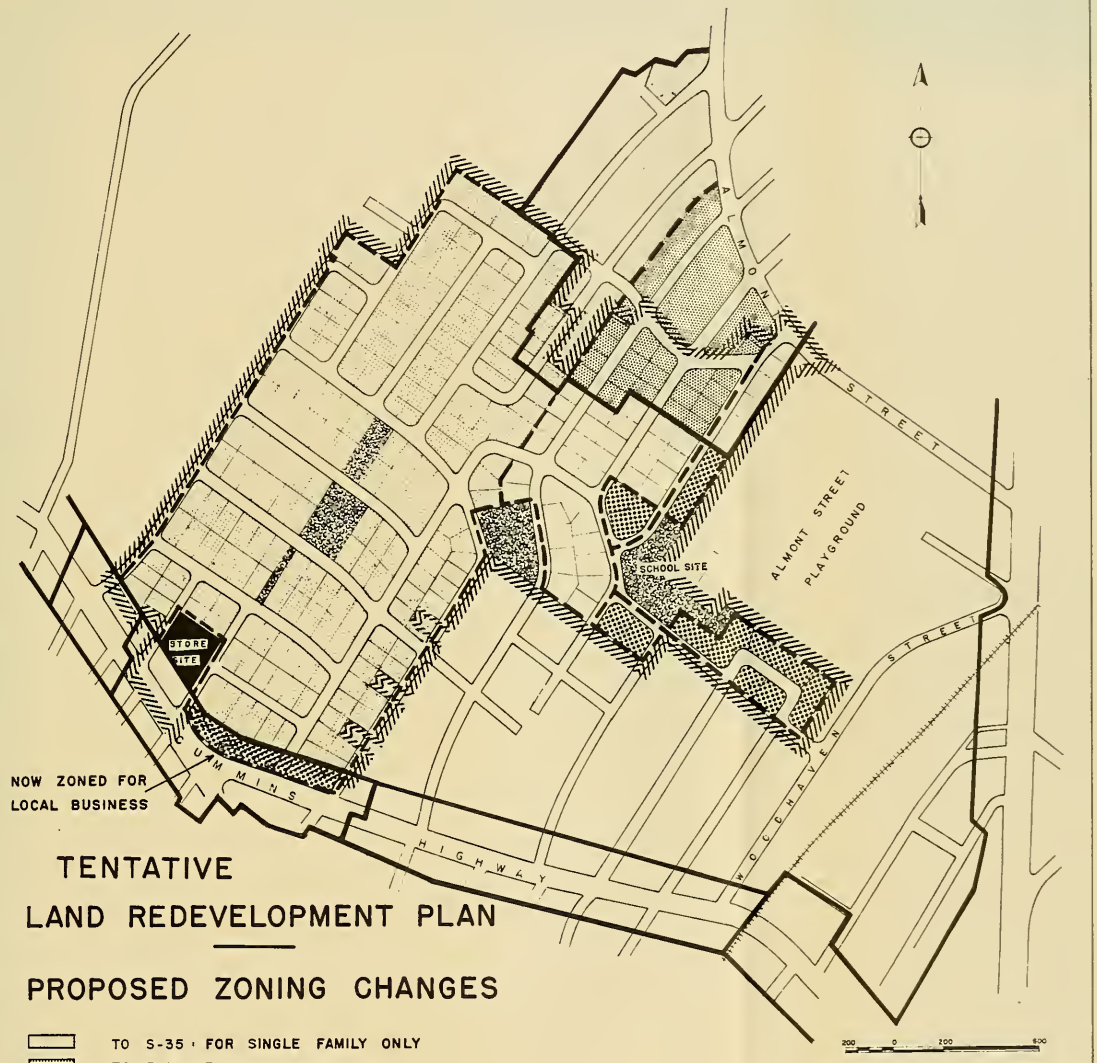
When the temporary building known as the Lowell Mason School is razed, its site might be utilized for commercial purposes, with some enlargement, as suggested on Map 12. The enlarged site would be 65,340 square feet, or 1.5 acres in size. The site could then accommodate a small store group with offstreet parking facilities for approximately 100 cars. The stores would be limited in operations to the convenient type of neighborhood facility supplementing the facilities of the major shopping area in the vicinity of Mattapan Square.

This commerical location as suggested may not be the best possible place for a store group to service the new residential neighborhood proposed. Further study would be needed to determine the optimum final location, which would be dependent upon the crystallization of the other principal factors in the plan.

Integrated Zoning

Map 20 shows the pattern of zoning that could be utilized to protect and enhance the proposed plan of redevelopment. This zoning plan should be compared with the existing zoning of the neighborhood that is illustrated in Map 7.

The major part of the new development, devoted to single family homes, would be protected with the S-35 zoning classification. The two-family section would have an R-35



TENTATIVE LAND REDEVELOPMENT PLAN

PROPOSED ZONING CHANGES

- TO S-35 · FOR SINGLE FAMILY ONLY
- TO R-35 · FOR 1&2 FAMILY ONLY
- TO R-40 · FOR 4 OR MORE FAMILIES
- TO L-40 · FOR LOCAL BUSINESS
- PUBLIC OPEN AREAS
- PROJECT AREA BOUNDARY

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MATTAPAN – STUDY AREA A

URBAN REDEVELOPMENT STUDY

BOSTON HOUSING AUTHORITY
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classification that would be logically extended beyond the project boundary as far as Almont Street. The four-family homes would take the R-40 classification which would also permit the erection of residential structures housing more than four families. The store site would require a classification to permit retail uses, the L-40 use district. It is believed that the zoning changes suggested as a part of the redevelopment plan would do much to encourage the orderly growth of the neighborhood.

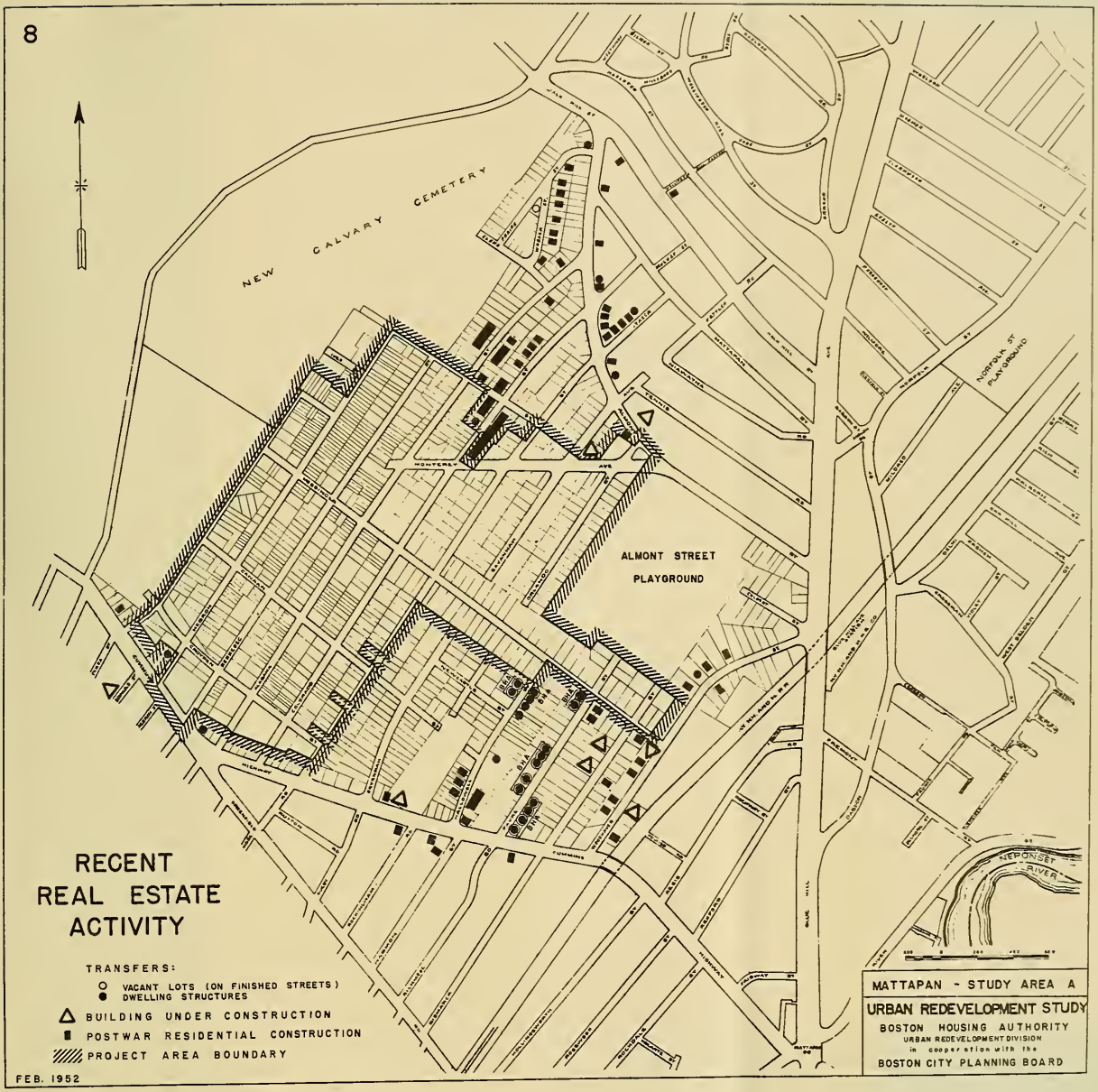
MARKETING AND FINANCIAL ASPECTS - RELOCATION

Market Report

A report treating in detail the overall situation in regard to housing demand and land development costs has been prepared by the Economic Consultant and has been submitted as essential informational material to the Urban Redevelopment Division of the Boston Housing Authority. The report is entitled "Preliminary Market Appraisal of Mattapan Redevelopment Project Area, Boston, Mass." For the purpose of this exposition, it is helpful to present some of the important conclusions of that report.

Housing Demand

The report describes the general demand for housing in Boston, based on federal census figures. It points out that there are "536,500 married couples in the Boston Area, 8% of whom were without their own household. The (last)


NEW CALVARY CEMETERY
ALMONT STREET PLAYGROUND
NORFOLK ST PLAYGROUND
NEPONSET RIVER
RECENT REAL ESTATE ACTIVITY
TRANSFERS:
VACANT LOTS (ON FINISHED STREETS)
DWELLING STRUCTURES
BUILDING UNDER CONSTRUCTION
POSTWAR RESIDENTIAL CONSTRUCTION
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statistic is the most important marketwise. (The Census) says that about 43,000 married couples are currently "doubled up", i.e., without a home of their own. Among this group, there undoubtedly lies today a substantial backlog of demand for both new and used housing accommodations in the area". It will be noted that this figure does not include the thousands of families who do have homes of their own but who do not find them satisfactory for various reasons. Many of these are renters who would prefer the status of home-owners.

The report also presents figures to show that new home construction has lagged behind demand in recent years. With especial reference to the marketability of the proposed new dwelling group in Mattapan, the report summarized the situation as follows:

"To this appraiser they mean essentially this: (1) that a shortage of housing still exists numerically in the Boston market area as a whole; (2) that, with the exception of publicly financed and restricted units, only single-family accommodations have been offered, for the most part, to ease the shortage; (3) that the "popular" place to build is in the suburbs because, in part, land near the core is either not available or poorly located; (4) that a substantial demand exists for rental units near the center - two to four-family units probably constitute the "forgotten market"; and (5) that the Mattapan site, if made available, offers a real opportunity to tap the intown or close-to-town demand."

Referring to the demand for the types of housing which are suggested in the Project Plan, the report says, "New single-family homes have been selling at an average of about $12,000. in the immediate vicinity of the project area, ranging from $9,500. for small one-story frame structures on slab foundations to $14,500. for modest ranch-type frame, one-story basement with garage structures . . . . . "It is to be noted that, while everything recently offered has been sold, the small singles on slab foundations were not picked up as readily as were the superior and more expensive ranch-type singles in slightly better locations. It is believed that the former were built and priced below what the market wanted in this area. Had they been a better house, they would have found a broader demand at higher prices."

"The four-family, two-story flat, or the four-family row house is at present finding a ready market in centrally located sections where land can be found allowing for such structures to be built. This type of structure might well prove attractive in the Mattapan area if mixed judiciously with less intensive land uses nearby."

Financing

In regard to individual home financing, the report says, "The current interest rate on prime residential loans is about 4½% for terms up to 20 years (uninsured) and there is a broad demand for such loans in the Boston area."

"From the builder's or mortgagor's point of view, the most attractive financing available is the Veterans' Administration guaranteed loan with 4% interest and small down payment in most cases."

"Federal Housing Administration (Title II-insured) and traditional (uninsured) financing is slightly less advantageous, requiring at least 20% and 33 1/3% down payment respectively, and a higher interest rate in the going market."

"Veterans' Administration guaranteed loans are particularly attractive in cases involving multiple construction, such as two and four family structures, where the minumum down payment required is figured on a unit basis rather than on total valuation."

The report also refers to the likelihood of obtaining loan funds if, as expected, several developers enter into the redevelopment plan. "With competent and financially capable developers in the deal, it is thought that lending institution reaction all around will be favorable."

Reuse Values

Introductory to the figures on the reuse values of land, the report says, "It is believed that clearance and site preparation of the project area along lines suggested by the Tentative Redevelopment Plan will create a countryside residential environment superior to present surroundings. This should reflect in a slightly higher value for "finished"

lots ready for sale to developers than the market recently has been paying just outside of the area. In other words, the developer should find a better market for his homes and thus bid higher for the land - he can expect to get a slightly better price for the same house, or be able to build and sell a bigger or superior house and still maintain his profit ratio, if this assumption is true." . . . . . .

"The "final" scheme must await full knowledge of subsoil conditions and developers' money-down attitudes, and may not result in this exact balance between singles, two-family and four-family buildings."

"Estimated reuse value for the 2,559,000 square feet of net land area expected to be available for resale is set at $450,000. to $600,000. with a breakdown as follows:

	(Ranges)	
200 single houses (200 lots @ $1,200.-$1,700.	$240,000.-	$340,000.
100 2-family units (50 lots @ $1,800.-$2,200.	90,000.-	110,000.
100 4-family units (25 lots @ $3,000.-$3,500.	75,000.-	90,000.
New school site (75,000 sq.ft.)	17,000.-	20,000.
New park and playground (110,000 sq.ft.)	10,000.-	15,000.
Retail and parking (30,000 sq.ft.)	18,000.-	25,000.
	$450,000.-	$600,000.

These land recovery values reflect backward to an anticipated rental market demand for new four to six-room

units in two to four-family structures with driveway, carport or garage, ranging from $90. to $130. per month, or a roughly equivalent sales price for new single-family structures with similar auto accommodations of from $12,000. to $16,000.

Estimate Writedown Requirements

The report summarizes the situation in regard to City-Federal participation as follows: "it is . . . possible to estimate in a preliminary way the probable amount of dollar writedown that will be required to swing this project area in redevelopment. A tentative setup would look like this:

	(Ranges)
Cost of Acquisition	$ 358,000. - $ 458,000.
Site Preparation, etc.	1,100,000. - 1,260,000.
Plans, Overhead, Fees, etc.	50,000. - 50,000.
Estimated Cost	$1,508,000. - $1,768,000.
Estimated Recovery	450,000. - 600,000.
Difference	$1,058,000. - $1,168,000.

Assuming the worst, i.e., the outside estimate on the cost side and the minimum estimated recovery, writedown needed might be as high as $1,300,000. with the City share about $430,000. and the Federal share $870,000. The largest element in gross project cost would undoubtedly be the cost of site preparation. The feasibility of the Project as far as costs are concerned rests upon a satisfactory result in site

preparation costs as developed from more precise studies, starting from the topographic survey.

Assuming minimum estimated cost and maximum estimated recovery, writedown required might be reduced to nearer $900,000. in which event the City share would be only $300,000. and the Federal share $600,000.

In conclusion, until further study determines subsoil conditions with finality and allows for much more precise cost figures on site processing and preparation (the largest single element involved), the best figures and estimates available indicate that dollar writedown should range from $900,000. to $1,300,000. and will probably fall somewhere in between, or slightly over $1,000,000.

From the City's point of view, redevelopment of the project area as planned would probably increase tax revenue by at least $150,000. or about 15 times present income. On this basis the City's contribution toward writedown required should be recaptured in a relatively short time."

Further details of the financing of the overall redevelopment program for the Mattapan Project Area may be obtained by referring to the tables exhibited in the Appendix.

Relocation

Because of the comparatively small number of occupants on the site of the Project, relocation should be neither a time-consuming nor a costly matter. Incomes and

other household data necessary to the preparation of a relocation program would have to be compiled at a later date. It is believed that few households will be in need of public assistance in obtaining other housing accommodations. There are some rentals in the market even at this time; some site occupants may possibly reside in their present homes moved to a new plot of land; and for genuine distress cases, if any, the Boston Housing Authority's program of 504 new dwelling units at Franklin Field could provide temporary assistance. Attention is also called to new pending State legislation which, if enacted, would provide for the construction of public housing specifically designed to take care of persons displaced by any capital improvement program within the City.

ADVANCEMENT OF THE PLAN

Procedure

The foregoing narrative has presented a summary of the studies involved in the development of a plan for the Mattapan Project Area. It is appropriate to mention the procedures which will be required to advance toward execution of the redevelopment plan.

With the approval of the Boston Housing Authority, the Project Plan will be presented for review by the City Planning Board, as a final check that the Plan is in conformity to the General Plan for the City. The Plan will be presented to the City Council for its approval. With the

completion of these two steps, the report is brought to the attention of the Massachusetts State Housing Board for its information and approval. The report then is submitted to the Division of Slum Clearance and Urban Redevelopment of the Home and Housing Finance Agency in Washington, D.C. for examination and approval. Revisions will then be made in accordance with its review, after appropriate discussions, because the report as amended is a part of the documentation required to obtain a "Final Loan and Grant", which constitute the funds for further studies and the shaping of the ultimate details of the Project preparatory to execution of the redevelopment plan.

It is of particular importance to note that the operations of the local Urban Redevelopment Division are cumulative in nature, i.e., there is no waiting period until the findings of the federal review are handed down. Even before the submission of this report, the studies of another high priority project have been in development, and additional project studies are expected to continue successively in accordance with the judgments reached in the comprehensive investigation of urban areas in need of redevelopment.

THE END

APPENDIX

APPENDIX - EXHIBIT A

SUMMARY OF TENTATIVE CONCLUSIONS

MATTAPAN SITE

		Ranges	
		Minimum	Maximum
1.	Cost of Acquisition:		
	39 properties, land & buildings	$200,000	$250,000
	Open land (45 acres)	100,000	150,000
	City-owned parcels	40,000	40,000
	School site (Cummins Hwy)	18,000	18,000
		$358,000	$458,000
2.	Site Preparation & Improvements		
	Utilities, etc	250,000	300,000
	Street development	250,000	300,000
	Finished grading of lots	100,000	150,000
	New grade school - 12 rms @ $50,000 per rm (3/4 credit)	450,000	450,000
	Playground & park (land cost)	10,000	15,000
	Playground & park (improvement)	10,000	15,000
	Contingencies	30,000	30,000
		$1,100,000	$1,260,000
3.	Planning, Engineering, Legal, Federal Advances to date, etc	50,000	50,000
4.	Gross Project Cost (sum of #1,2 & 3)	$1,508,000	$1,768,000
5.	Estimated Recovery in Resale		
	200 single houses (200 lots @ $1200-$1700 per lot)	240,000	340,000
	100 2-family units (50 lots @ $1800-2200 per lot)	90,000	110,000
	100 4-family units (25 lots @ $3000-$3500 per lot)	75,000	90,000
	New school site (75,000 sq. ft.)	17,000	20,000

	New park and playground (110,000 sq.ft.).....	$ 10,000	$ 15,000
	Retail & parking (30,000 sq.ft.).....	18,000	25,000
		$ 450,000	$ 600,000
6.	Net Project Cost (#4 minus #5).....	$1,058,000	$1,168,000
7.	City share(1/3 of #6).....	350,000	390,000
8.	Federal share (2/3 of #6).....	700,000	780,000
9.	Net Project Cost - maximum range.....	900,000	1,300,000
10.	Maximum Range City Share (1/3 of #9).....	300,000	430,000
11.	Maximum Range Federal Share (2/3 of #9).....	600,000	860,000
12.	City Credits in Development		
	New grade school, 12 rms @ $50,000 per rm(3/4 credit....	450,000	450,000
	Purchase playground & park.....	10,000	15,000
	Improve. playground & park.....	10,000	15,000
		$ 470,000	$ 480,000
13.	Maximum City Credit carried over (12 minus #10)*.....	170,000	50,000
14.	Est. New Tax Value Created (400 dw. units @$5-6000).....	2,000,000	2,400,000
15.	Est. new tax rev. @ $65 per M.....	130,000	156,000
16.	Existing Tax Value		
	Privately owned with improvements..... 91,000		
	Privately owned vacant land..... 45,500		
	Privately owned under tax lien 12,700		
	149,200		
17.	Existing tax revenue @ $65 per M.....	9,698	9,698

18.	Estimated potential tax gain in re-use per yr (#15 minus #17)	$ 120,000	$ 146,000

* Inasmuch as these tentative conclusions are based upon preliminary planning studies, only a range of costs can be presented; hence it is impossible todetermine the possibility or the amount of any city credit carry-over. Furthermore, Section 103(a) of Title 1 of the Housing Act of 1949 states that "..capital grants from the Federal Government with respect to any individual project shall not exceed the difference between the net project cost and the local grants-in-aid actually made with respect to the project." Until final advance studies have been made, it will not be possible to determine the exact amount of the city's contribution to the project or the possibility of a credit carry-over in the event that the city expends more money than is required as the city's share toward the project.

APPENDIX - EXHIBIT B

BASIC FIGURES FOR THE MATTAPAN PROJECT

A. Existing Conditions:

Total land area in project 81.11 acres 3,628,325 sq.ft.
(Includes ½ perimeter streets)

1. Distribution of Land

a.	Area in streets		
	Finished streets	74,900 sq.ft.	
	Paper streets	~~782,925~~ sq.ft. 787,175	
		~~862,075~~ sq.ft.	862,075 sq.ft.
b.	Area in public use (in school use only)		39,852 sq.ft.
c.	Area in private use (improved)		237,169 sq.ft.
d.	Area in private use (vacant, no liens)		1,373,623 sq.ft.
e.	Area in private use (vacant, under lien)		338,063 sq.ft.
f.	Area of tax foreclosed property		777,543 sq.ft.
			3,628,325 sq.ft.

2. Percent of Improved Net Land Area - 10.01%

(Ratio of improved public and private land to the total project area exclusive of streets.)

Total land area	3,628,325 sq.ft.
Area in streets	862,075 sq.ft.
Net Land Area	2,766,250 sq.ft.

3. Land in ledge and wet condition (Unimproved land)

a.	Estimated rock ledge areas	320,300 sq.ft.
b.	Estimated land in wet condition	649,950 sq.ft.
c.	Total of present unusable land	970,250 sq.ft.

4. Percent of Various Uses in the Project Area

a.	Private use, vacant land	47.18%
b.	Private use, vacant land	6.53%
c.	Public use	1.10%
d.	Streets	23.76%
e.	Tax foreclosed land	21.43%
		100.00%

B. Existing Assessed Values:

a.	Public use (school)	$ 28,800.00
b.	Private use (improved)	92,200.00
c.	Private use (vacant, no liens)	44,900.00
d.	Private use (vacant, under lien)	12,700.00
e.	Tax foreclosed property	28,400.00
		$207,000.00

APPENDIX - EXHIBIT C

Basic Figures For The Re-Use of the Mattapan Project Area

A. Estimated Re-Use Proposals:

1. Total net land area for resale to residential use		2,558,725 sq.ft.
2. Area in proposed streets		863,275 sq.ft.
a. Street extensions required	16,400 lin.ft.	
b. Water extensions required	12,200 lin.ft.	
c. Storm sewer extensions required	15,200 lin.ft.	
d. Sanitary sewer extensions required	11,500 lin.ft.	
e. Gas line extensions	16,600 lin.ft.	
3. Public Areas		
a. School	82,500 sq.ft.	
b. Parks	79,625 sq.ft.	
c. Playgrounds	44,200 sq.ft.	
		206,325 sq.ft.
4. Business Area		65,340 sq.ft.
5. Estimated total land area for re-use		3,693,665 sq.ft.

B. Private Residential Areas:

Lots	No. Families	D.U.'s
200	1 Family	200
53	2 Families	106
25	4 Families	100
Total 273	Total	406

APPENDIX - EXHIBIT D

Boundary of the Project Area - Legal Description

The Project Boundary starts at the center point of the junction of Hebron and Currier Streets and follows the center line of Currier Street in a southeasterly direction to a point 100 feet southeast of the eastern boundary of Alabama Street, then extends in a southwesterly direction following the rear lot lines of the six parcels fronting on the north side of Colorado Street, a distance of 240 feet, thence at right angles in a southeasterly direction following the southern boundary of the sixth parcel to the center line of Colorado Street;

Thence, in a southwesterly direction along the center line of Colorado Street to the center point of the junction of Colorado Street and Monterey Avenue; thence easterly along the center line of Monterey Avenue a distance of 80 feet; thence, northeasterly along the side lot line opposite, on the north side of Montery Avenue, a distance of 77.37 feet and continuing in the same direction 40 feet to the junction of a lot fronting on the east side of Colorado Street; thence, easterly a distance of 20 feet along the lot line to the rear lot line of said lot fronting on the north side of Colorado Street; thence following the rear lot lines in a northeasterly direction a distance of approximately 120 feet; thence, following the lot line at that point in a southeasterly direction extended to the center line of Itasca Street; thence,

following the center line of Itasca Street in a northeasterly direction to a point that would intersect with a line extended in a southeasterly direction from the western boundary of Currier Street;

Thence, at right angles following the lot lines which are joined and extend in a straight line from Itasca Street to Savannah Avenue, being further extended from the west side of Savannah Avenue to the point which marks the southwestern extremity of the block bounded by Savannah Avenue, Almont Street, Orlando Street, and Monterey Avenue; thence, in a generally easterly direction following the northern boundary of Monterey Avenue to the east lot line of the lot designated with Street Number 11, a distance of 105 feet, more or less; thence, in a northeasterly direction following said lot line and continuing along the rear lot lines of parcels fronting on the south side of Savannah Avenue; thence, in a southeasterly direction following the rear lot lines of parcels fronting on the west side of Almont Street and continuing in a straight line to the center of Orlando Avenue; thence, northerly at right angles, to the center point of the junction of Orlando Avenue and Almont Street; thence, in a southeasterly direction following the center line of Almont Street to a point that would be met by a line extending the western boundary of the Almont Street Playground to the center line of Almont Street; thence, in a southwesterly direction following said extended line and the western

boundary of the Almont Street Playground to its junction with the line marking the southern boundary of said Playground; thence, along said southern boundary of said Playground following the stone wall, a distance of about 279 feet; thence, a distance of about 84 feet in a northeasterly direction following said stone wall; thence, in a southeasterly direction still following said stone wall bounding the Playground as far as the line marking the eastern boundary of said Playground and continuing in the same direction as far as the rear lot line of the property fronting on Woodhaven Street; thence, in a southwesterly direction on the rear lot line of the parcel fronting on Woodhaven Street situated at the northeast corner where Messinger Street intersects Woodhaven and being extended to the center line of Messinger Street; thence, in a northwesterly direction following the center line of Messinger Street to a point 227.50 feet west of the west side of Favre Street; thence, in a southwesterly direction in a straight line to the center point of the northeast boundary marking the existing dead end of Hallowell Street; thence, in a northwesterly direction following the rear lot lines of those parcels fronting on Messinger Street and extending in the same direction as far as the center point of the northeastern boundary of that section of Itasca Street situated between Cummins Highway and Messinger Street; thence, following the center line of Itasca Street in a southwesterly direction a distance of approximately 350 feet; thence, extending at

right angles in a northwesterly direction so as to follow the lot line at the northeastern side of that lot bearing the street number 207, and extending as far as the rear lot line; thence, following the rear lot lines of those two lots designated by street numbers 207 and 211; thence, extending southeasterly along the southwestern side lot line of that lot bearing the street number 211 and extending to the center line of Itasca Street; thence, following the center line of Itasca Street to a point opposite the northeastern side lot line of that parcel bearing street number 243; thence, extending in a straight line to and following said side lot line as far as the rear lot line; thence, following the rear lot line in a southwesterly direction to its junction with the side lot line; thence, following said side lot line to the center line of Itasca Street; thence, along the center line of Itasca Street in a southwesterly direction as far as a point opposite the side lot line of the northeastern boundary of that lot designated with street number 255; thence, in a straight line to said side lot line and along said line to the rear lot line; thence, along the rear lot line to the northeastern boundary of Croyden Street; thence, following the northeastern side of Croyden Street and extending in a straight line to the center line of Itasca Street; thence, following the center line of Itasca Street to a point opposite the rear lot line of that parcel fronting on Cummins Highway at the northwest corner of the intersection of Cummins Highway and Itasca Street; thence, in a straight line to said rear lot

line and continuing along said rear lot line still in a straight line to its intersection with a lot line running from Croyden Street to Cummins Highway; thence, along said line a distance of about 20 feet to the intersection with rear lot lines of the two parcels fronting on Cummins Highway at the southeast corner of the intersection of Colorado Street and Cummins Highway; thence, northwesterly along said rear lot lines to the eastern boundary of Colorado Street, extending across to the western boundary of Colorado Street where it is met by the rear lot line of the parcel fronting on Cummins Highway at the northwest corner of the intersection of Colorado Street and Cummins Highway; thence, following the rear lot lines of those parcels fronting on Cummins Highway and situated between Colorado Street and Alabama Street, and extending still in a straight line to the center line of Alabama Street; thence, extending to the junction of the rear lot line of that parcel fronting on Cummins Highway at the northwest corner of the intersection of Alabama Street and Cummins Highway with the west side of Alabama Street; thence, along the rear lot lines of those parcels fronting on Cummins Highway between Alabama and Kennebec Streets and extending to the center line of Kennebec Street; thence, following the center line of Kennebec Street in a southwesterly direction to the center line of Cummins Highway; thence, following the center line of Cummins Highway in a northwesterly direction as far as an extension of

the center line of Hebron Street; thence, following the center line of Hebron Street in a northeasterly direction as far as a point opposite the southwestern side lot line of that parcel situated at the southwestern corner of the intersection of Hebron and Croyden Streets; thence, to that side lot line and continuing straight along said side lot line to the rear lot line junction; thence, following southwesterly the rear lot line of the adjacent parcel to the rear lot line of a parcel fronting on Cummins Highway; thence, following the rear lot lines of parcels fronting on Cummins Highway and extending in a straight line to the center line of Livermore Street; thence, following the center line of Livermore Street to the junction of said center line with the northeastern boundary of Livermore Street at the point where said street makes a 90 degree turn; thence, running northwesterly to the lot line of the New Calvary Cemetery; thence, following the Cemetery lot line as far as the rear lot line of properties fronting on Livermore Street; thence, following the Cemetery lot line to the northwestern boundary of Hebron Street; thence, extending the last-named lot line to the center line of Hebron Street; thence, following the center line of Hebron Street in a northeasterly direction to the point of beginning.

SUPPLEMENTARY REPORT

to the

PRELIMINARY MATTAPAN PROJECT REPORT

U.R. Mass A-1

November, 1953

CONTENTS

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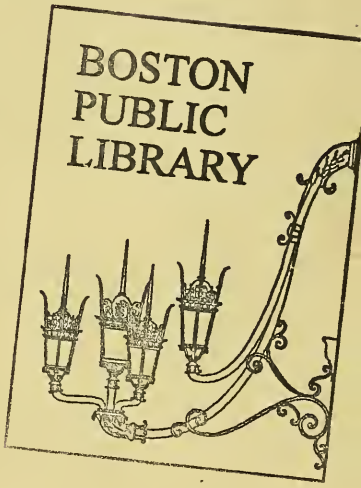

EXHIBITS

M1 Sample Site Plan

M2 Sub Soil Conditions

M3 Street Plan

M4 Drainage Plan

M5 Water Plan

Urban Redevelopment Division
Boston Housing Authority
Boston, Massachusetts

I. INTRODUCTION

A. This report contains further documentation and detailing of the Mattapan Project and should be appended to the Mattapan Project Report dated March, 1952. The data in this supplementary report will prevail where it differs from the original report.

B. In order to support a determination of the feasibility of the Mattapan Project, the Housing and Home Finance Agency on August 4, 1952 requested that the data listed in the following section be prepared, analyzed and submitted for review.

C. Planning and Engineering Outline to comply with HHFA requirements:

1.	Relationship between Overall Slum Clearance Program in Boston and the Proposed Mattapan Project	- submitted October 16, 1952
2.	Test borings and analyses	- submitted March 27, 1953
3.	Topographical survey	- submitted herewith
4.	Project Boundary survey	- submitted herewith
5.	Sample site plan	- submitted herewith
6.	Design of Storm and Sanitary Sewerage system and estimated costs	- submitted herewith
7.	Development cost of all site improvements	- submitted herewith

II. PHYSICAL FEASIBILITY

A. Soil Conditions.

The original report revealed several soil conditions that could present engineering problems and added costs in the development of this project. The more serious problem seems to be an extensive amount of surface boulders and ledge which could make the project unfeasible from an economic angle. A second problem is that of drainage and ground water, which, because of the first reported extensive wet land, could conceal extensive unbuildable land.

1. Test borings, topographic studies and the plans prepared by the Sewer Division of the Boston Public Works Department of previously installed sewer lines in the area reveal that the ledge conditions are not as serious as was first indicated. About 60% of the area has a soil depth of five feet or more before refusal is reached. The topographic map shows that much of the supposedly revealed ledge is actually large frost-heaved boulders.

The solution to the boulders and ledge conditions is as follows:

a. the site plan can be designed, as the attached site plan shows, to take into consideration any ledge conditions;

b. sanitary and storm sewers can be installed in most areas without consideration for ledge and a cost factor will be included where we expect

to encounter ledge;

c. water, electric and gas utilities will be placed a uniform distance below the street pavement and only small quantities of ledge will be encountered;

d. lots were made larger in those areas where ledge is expected so that the location of a dwelling on the parcel could be advantageously placed.

2. The drainage of the project area and the wet land is a problem only because of the complete lack of storm drainage in the area, with the exception of a few crude ditches. The soil below all of the "wet land" is adequate for residential construction. This fact is shown by the sample test borings. Therefore the solution to the existing drainage and wet land problem is a storm sewer system. This system would be designed to control run-off both from within the area and the higher areas in the Prendergast Preventorium and the New Calvary Cemetery.

B. Site Development

The Preliminary General Plan for Boston proposes that the broad area of which this site is a part shall have average densities in the low-medium range, (11-20 families per net acre). Therefore within the general outline of this plan only multi-story residential use cannot be considered. The highest use conforming to the plan would be a single-family use. If the area can be proven feasible from the design and economic points of view for single-family use, it follows that any lower use, such as two-family or row housing use, would be feasible. Two-family use would require almost the same site improvements, while row housing or garden apartments would require considerably less for such site improvements as streets and utilities.

1. A single-family use is the logical type of residential redevelopment use to base cost estimates upon when detailed marketability reports have not been made and the trend of new housing in the immediate area is toward singles. A single-family sample site plan for 280 families has been prepared and will be costed in the section on Economic Feasibility. This site plan was designed to utilize the existing improvements as far as was possible and also conform to the topography. The tentative house cost was set at $12,500 as recommended by HHFA, which would require a minimum of a 7000 sq.ft. lot. Many parcels will exceed the minimum because of ground conditions and street layout.
2. A two-family use is possible and should be considered for all or part of this site. The sample site plan developed

for single-family use could be used for two-family development. Site development costs would remain the same because improvement costs would remain unchanged. The Net Project cost would be slightly lower because of a higher resale value of the land based on a more intensive development.

3. A row house or garden type development is also a possibility. This type of project would require a completely different type of site plan which will not be prepared on the limited funds now available. Site Development costs should be made lower per D.U. based on previous experience because a less extensive system of public streets and utilities will be required in the site preparation.

4. In the final advance stage of this project it will be necessary to prepare a detailed market analysis of residential needs and demands in this section of Boston. This analysis will determine the proper type or combinations of types feasible for this area, price range and the various other important factors necessary to define the type of housing for this project area.

III. ECONOMIC FEASIBILITY

A. Cost Estimates

1. Site Improvements

a. Estimated Cost of Streets

The street system in the sample site plan is designed to utilize the topography of the project area. Where a forty-foot right-of-way exists and is paved, it will be retained. Most of the new streets will have a fifty-foot right-of-way. All of the new streets are under seven percent grade except for two short sections and these are within the ten percent maximum grade recommended by the Street Division. The Boston Public Works Department Street Division recommended the following design and costs for residential streets, based on recent bids for similar work.

DESIGN

Pavement

1¼" bituminous concrete surface

1¼" bituminous concrete binder

4 " macadam base

6 " bank gravel

Sidewalk

1 " concrete wearing surface

3 " concrete (Class B) poured monolithically with above.

8 " bank gravel

7 ' sidewalk area can include a planting strip.

Curb

V.A. 3 or V.A. 4 (6" top) granite edgestone.

Boston is not using pre-case concrete edgestone.

ITEM	QUANTITY	UNIT PRICE	COST
Sidewalk	13,000 sq.yd.	$2.70/sq.yd.	$ 35,200
Planting strip	19,300 sq.yd.	1.00/sq.yd.	19,300
Curb, granite, straight	27,500 lin.ft.	3.50/lin.ft.	96,400
Curb,granite curved	3,100 lin.ft.	4.50/lin.ft.	13,900
Pavement	42,000 sq.yd.	2.50/sq.yd.	105,000
Excavation	1,200 cu.yd.	2.00/cu.yd.	2,400
Fill	1,100 cu.yd.	1.00/cu.yd.	1,100
		Estimated Cost Total	$273,300

b. Estimate of Sewer Costs.

A sewerage system has been designed by the Boston Public Works Department - Sewer Division, to extend storm and sanitary facilities into the project area. This newly designed sewer system was designed to solve the surface drainage problem in the project area and provide adequate sanitary sewerage lines within the project area.

Design & Cost

No.	Item	Proj. Total	Cost per Unit	Total Cost
1.	10" sewer plus 10" surface drain	480'	$ 7.00	$ 3,360.00
2.	10" " " 12" " "	7865'	7.00	55,055.00
3.	10" " " 15" or 18" sur.dr.	1225'	9.00	11,025.00
4.	12" " " 18" surface drain	245'	10.00	2,450.00
5.	12" " " 24" " "	370'	11.00	4,070.00
6.	12" " " 30" " "	400'	12.00	4,800.00
7.	12" " " 4'-0" " "	870'	15.00	13,050.00
8.	10" " "	480'	5.00	2,400.00
9.	12" " "	1580'	5.50	8,690.00
10.	15" " "	475'	6.00	2,850.00
11.	18" " "	130'	7.00	910.00
12.	27" " "	250'	10.50	2,625.00
13.	3'0" " "	245'	11.50	2,817.50
14.	3'6" " "	575'	13.50	7,762.50
15.	rock excavation	6485 c.y.	10.00/c.y.	64,850.00
16.	gravel	9710 tons	2.00/ton	19,420.00
17.	man holes	139	275. ea.	38,225.00
18.	catch basins	130	300. ea.	39,000.00
19.	minor drains for C.B.	2600'	5.00	13,000.00
20.	minor drains to street edge	7000'	6.00	42,000.00
	Estimated cost	total		$338,360.00

c. Water

In the design of a water system the following standards and costs were recommended by the Water Division of the Boston Public Works Department.

1) Design

In single-family areas eight and twelve-inch pipe is now standard. No new ten-inch pipe is used.

Hydrants are to be spaced 300-360 feet apart as a maximum.

Control gates will be spaced approximately 600 feet apart and will include no more than two hydrants.

2) Costs listed below were based on recent bids for similar work for the Water Division of the Boston Public Works Department.

Item	12" Pipe	8" Pipe
Pipe	$ 4.50 ft.	$ 2.50 ft.
Const. Costs	2.50 "	2.50 "
Gates	.50 "	.50 "
Hydrants	1.00 "	1.00 "
Ledge	2.00 "	2.00 "
Contingencies	1.50 "	1.50 "
Total	$12.00 "	$10.00 "

Water changes are as follows:

Discontinued

a. pipe (no costs) .....2,400 ft.
b. pluggings (cost in contingencies) 3
c. hydrants.... " " 4
d. house connections (no cost)..... 30

New

a. pipe.....14,000 ft.
b. hydrants..... 39 "
c. gates..... 43 "

Total cost of the complete water system in the Mattapan Project will be $154,000.00

7,000 ft. of 8" pipe @ $10.00/ft..... 70,000.00

7,000 ft. of 12" " @ 12.00/ft..... 84,000.00

Total..... $154,000.00

d. Electric

From the planning and esthetic points of view electric and telephone poles and lines would detract from the new project. There are two possible alternatives to placing the overhead utilities on the curb line and they are: (1) along rear lot lines; (2) underground installation. The Boston Edison Company will not install their power lines along rear lot lines; thus this alternative is eliminated. The other alternative of underground installation should be considered seriously. The initial cost of installations would be higher but annual maintenance cost would be substantially lower. Tree damage and service disruptions due to icing conditions would be eliminated. The conduits and manholes for transformers could be installed by the general contractor at the same time as all other utilities, thus further reducing initial costs.

Chapter 100 of the Acts of 1946 require that the Fire

Commissioner shall designate not more than four miles of streets in which overhead electric lines shall be placed underground. This law applies to all sections of the City and is another reason underground electric utilities should be considered.

Underground electric conduits would cost approximately $85,000. The actual cost of the wiring and transformers would be supplied by the Edison Company. The Edison Electric Company does not normally provide underground service to residential areas and will do so only if the site developer requests and will pay the cost of the installation. Therefore, underground electric service should be considered a site improvement and its cost included as a site preparation.

2. City Credit for Development

Two supporting facilities for which credit as non-cash grant-in-aid will be requested in the Mattapan Redevelopment Project are a fourteen-room school and a 1.1 acre park and playground.

School:

The Lowell-Mason school is a four-room one-story frame school building located on Cummins Highway. The existing building, its land and its facilities are adequately described in the Preliminary Report. The proposed new school would contain 14 rooms and be located on a 2.5 - 3.5 acre site on Messinger Street at the southwesterly corner of Almont Street Playground. It will be designed to serve the project area plus about 150 children from outside. The sample site plan's 280 parcels would generate pupils in proportion to the number of dwelling units developed, while the following chart should present the ranges. A more intensive site development plan, such as garden apartments, would generate more school children from within the project. This school will be in conformity with the General Plan for Boston and also is included in the Capital Improvement Program, 1953-1958, prepared by the Boston City Planning Board.

PROPOSED 14-ROOM SCHOOL

D.U. Type	single family	50% singles 50% doubles	two families	row Housing
Number of D.U.'s	280	420	560	720
Number of pupils from outside project	150	150	150	150
Project Area Pupils	110 @ .4/fam	160 @.385/ fam.	200 @.37/ fam.	250 @.35/ fam.
Proposed enrollments	260	310	350	400
School capacity	280 @20/class	350 @25/class	350 @25/class	420 @30/class
City credit for school	42%	50%	57%	62%

Park - Playground

The proposed park-playground site was selected because of its central location and to take advantage of a rocky promontory. It will be developed into a landscaped park on the highest section while the lower section, which is relatively level, will be used as a play area and for some sports. This park-playground will contain 1.1 acres of land and will conform to the General Plan requirements for a junior (6-11) playground space. Senior playground space requirements will be met by the Almont Street Playground. The city should receive 100% credit for the land and development of this park-playground as it will serve the project area exclusively.

B. Table of Cost and Recovery Estimates

	Range	
1. Cost of Acquisition	Minimum	Maximum
39 properties, land & buildings	$200,000	$250,000
Open land (45 acres)	100,000	150,000
City-owned parcels	40,000	40,000
School site (Cummirs Highway)	18,000	18,000
	$358,000	$458,000
2. Site Preparation & Improvements		
Street development	275,000	275,000
Sewer	338,000	338,000
Water	155,000	155,000
Electric (underground)	85,000	85,000
Necessary Grading	50,000	75,000
New grade school - 14 rooms, @ $60,000 per room (42% to 62% credit)	353,000	520,000
Park and Playground (land cost)	4,000	7,000
Park and Playground (improvement)	10,000	15,000
Contingencies	60,000	60,000
	$1,330,000	$1,530,000
3. Planning, Engineering, Legal, Federal Advances to date, etc	70,000	70,000
4. Gross Project Cost (sum of #1, 2 & 3)	$1,760,000	$2,060,000
5. Estimated Recovery in Resale		
280 single houses (280 lots @ $1200-$1700 per lot)	340,000	(475,000)
280 two-family houses (280 lots @ $1500-$2000 per lot)	(420,000)	560,000
New Park	4,000	7,000
Shopping Site	18,000	25,000
	$362,000	$592,000

		Range	
		Minimum	Maximum
6.	Net Project Cost (#4 minus #5)	$1,400,000	$1,470,000
7.	City share (1/3 of #6)	465,000	490,000
8.	Federal share (2/3 of #6)	930,000	980,000
9.	Net Project Cost - maximum range	1,170,000	1,700,000
10.	Maximum Range City Share (1/3 of #9)	390,000	570,000
11.	Maximum Range Federal Share (2/3 of #9	780,000	1,130,000
12.	City Credits in Development		
	New grade school, 14 rooms @ $60,000 per room	350,000	520,000
	purchase park	4,000	7,000
	improve park	10,000	15,000
		365,000	540,000
13.	Maximum City Cash Contribution (#10 minus #12)	35,000	30,000
14.	Est. New Tax Value Created (280 buildings @ $5-6,000)	1,400,000	1,700,000
15.	Est. new Tax rev @ $71 per M.	100,000	120,000
16.	Existing Assessed Value		
	Privately owned with improvements $91,000		
	Privately owned vacant land 45,500		
	Privately owned under tax lien 12,700		
	$149,200		
17.	Existing tax revenue @ $71 per M.	10,000	10,000
18.	Estimated potential tax gain in re-use per yr. (#15 minus #17)	$90,000	$110,000

These tentative conclusions, with the exception of item #2, are predicated upon preliminary planning studies and only a range of costs can be presented at this time. The cost estimates are based on a single-family site plan and will present the least favorable picture from the economic viewpoint. Further refining of the site plan, cost estimates, and housing type will require final advance market studies. The market studies will determine the type of housing demand in the Mattapan Area, the price range of their demand, and the optimum size parcel.

IV. CONCLUSION

In order to bring the Mattapan Redevelopment Project land into its full economic significance, Urban Redevelopment is a necessity to assemble the land, provide site improvements and insure proper redevelopment of the land with the necessary controls. Preliminary studies reveal, in a general way, why this eighty-acre tract of land has not been developed by private enterprise. Preliminary marketability studies reveal a potential demand for prime housing in the immediate area.

The necessary test borings and topographical surveys that are normally not undertaken until the final advance stage have been completed, as requested, to aid in a determination of project feasibility. The detailing of a Sample Site Plan and the costs of site improvements have been prepared, based on the above surveys, and are submitted herewith. Thus this supplementary report and the accompanying exhibits complies with all requests of DSCUR for supplemental material to the Preliminary Plan of March, 1952.

This Local Public Agency requests that approval of Final Advance Studies be given for the Mattapan Project Area. Early approval will assure the steady advancement of the slum clearance program in Boston.

L.T.Young

December 3, 1953

Mattapan Underground Electrical Cost Estimate

Mr. George Hall of the Boston Edison Company visited this office on November 30, 1953 with the total estimated costs for an underground electrical system. This estimate was requested by this office at an earlier date but did not arrive in time to be included in the Supplementary Report of November, 1953.

1. The estimates given below are provided on the basis that the General Contractor do all digging, backfilling, grading and paving on both streets and private property. The Edison Company will construct all conduit, manholes and necessary laterals, and will provide and install all transformers, cables, and necessary fixtures to take service from overhead to underground. The cost estimates are based on the Sample Site Plan of November, 1953.

2. Street Work

Conduit.....	$ 91,087.00
Cable.....	80,396.00
Overhead to underground.....	510.00
TOTAL COST OF SYSTEM.....	171,993.00
Less cost of manholes.....	27,786.00
	144,207.00
Service from R.O.W. to building with average setback of 20 feet.....	7,373.00
	$151,580.00

3. Mr. Hall stated that this area is in an overhead district; therefore all costs should be paid for by the party requesting the service, whereas if overhead service is installed, the Edison Company will bear the expense of all initial installations.

4. I recommend that a compromise be reached with the Edison Company along the following lines:

a. The housing authority provide all conduit and the necessary manholes or pay for them if the Edison Company can install them more economically.

b. The Edison Company provide all cable, transformers, overhead to underground changes and necessary lateral connections on private property; and all necessary labor to install these four items.

These recommendations are based on the presumption that the Edison Company is spared the cost of overhead service, the Edison Company will receive the benefit of the B rate and not the K rate which large housing developments normally use.

5. If the Edison Company will not agree to a compromise of this type and the added cost of $570 per lot would make the project unfeasible, it is suggested that several large builders be contacted to get their opinion on whether the cost could be included in the sale price of the land.

6. The Edison Company would have to pay all costs of an underground system if the Fire Department required this area to have underground wiring as per Chapter 100 of the Acts of 1946.

7797 48

B65H M

Reference

Mattapan Project Report

DATE	ISSUED TO
4/20/72	[illegible]
1/24/72	J. Baecker